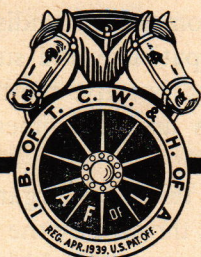


The International Teamster



DANIEL J. TOBIN • Editor

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First Citizen

This month we celebrate the anniversary of the birth of the man who has come to symbolize the independent spirit of this nation.

Historians may disagree in their scholarly way over the capabilities of George Washington, but none can deny him the distinction he earned by leading an infant nation to freedom, a struggling young republic which less than two centuries later stands as the dominant hope for the saving of civilization.

Looking back, students of history admit that Washington had his faults, but because of his great accomplishments, recognition of his human failings serves only to endear him more to his countrymen. He left us a passion for freedom which has never been equalled. He also left us sound words of guidance; among those warnings of Washington from which we can gain strength today was this piece of advice:

"If one pulls this way and another that, the fairest prospect of happiness and prosperity that ever was presented to man, will be lost, perhaps forever."

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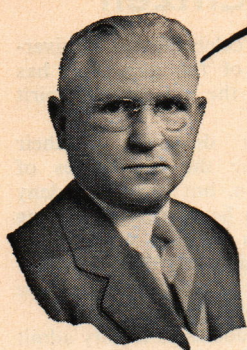
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Timely Remarks

by DANIEL J. TOBIN

A Challenging Year

I want to take this opportunity of thanking all my friends for their Christmas Greetings. I wish I could write each one individually and personally, but that I cannot do because of pressing business and pressing time. It is good to know that after so many years of service and all the knocks and kicks which one is bound to receive holding this position of mine, that there are so many loyal friends of our organization, several of whom I have never met, who remember me with a simple card of Christmas and New Year's Greetings. I trust you will accept this message as an answer to your very good wishes which you took time out to forward to me.

If you want to make me still happier during this coming year, take care of your work, take care of your membership and closely watch what is going on within your organization. Don't listen to gossip around the warehouses, freight houses or dairies. There are poisonous tongues at work who presume to be your friends, that are continuously sending home a dangerous message of discontent. After all, we live in one of the great countries of the world, where the individual worker, the men and women who are the backbone of the nation, are free to express themselves politically and otherwise and to pursue any course of religion or no religion that they and their conscience believe is the just way of life. There are very few countries left in the world where this privilege can be enjoyed.

Of course, we have our grievances and our sorrows, but if we balance the books, our joys are in the majority. The greatest joy of living is in our freedom and that freedom should not be abused. No man has a right to commit a crime and break the law. If society and civilization did not punish these individuals, then there would be no safety for the honest, decent, God-fearing people of our country.

So, fully understanding the uncertainty of life and the troubled conditions in our country and throughout the world, I think we have every reason to rejoice during the year 1952 that we are living in the United States and that we enjoy, as workers, the highest conditions of living any nation in all the history of nations has ever enjoyed. So try and "carry on" in your home and in your work and when something disturbing occurs, remember there is a law of averages and sometimes, undisguised, you may be paid back for patience and suffering. Anyone can grumble and cry, but give me the man who can smile when things are sometimes going haywire.

I want you to remember this: Our organization should be given more serious thought by the general membership and their families and should be given greater consideration than it now receives from the multitudes whose living conditions have been advanced as a result of night and day work of the International Brotherhood of Teamsters. Any man can laugh and rejoice when everything is going smooth, but it takes a real man to take the knocks and kicks of life that all of us have to endure.

So during 1952 try to attend your meetings; try to be of help to the men you elect to office; try to crush the doctrine of deceit and jealousy that sometimes may arise in your daily activities, and try, above all, to understand that the working people of the United States are the best people on earth and are living under the most prosperous and successful conditions on earth. Again, let me repeat the message that I have given you so many times in the past: Unity, working together, sometimes justly criticizing each other, but fighting for one another within the law, will always make us strong; on the other hand, dissension or falsity which breeds that nasty disease of discontent and dissatisfaction, and allows it to creep within your brain will surely destroy you and us. A chain is only as strong as its weakest link and sometimes in great world movements and especially in some labor organizations, I am reminded of a rope of sand, so tenuous is their unity.

The International Brotherhood of Teamsters is the largest single labor organization in America as far as I know. Our membership has increased rapidly within the last year. You are part of that organization and it is your duty to go out and continue to build up your local unions that are chartered from the International Offices. We are not all powerful, nor are we supermen, and we must never get it into our heads that we are organized

to destroy or injure either our honest employers or our country. This is the course that we must pursue as we have in the past, the course of justice and fair dealing. If we do that we will continue to grow and to prosper and to hold the good will of all the people including our employers.

We are not created to destroy. We are created to do good. Keep that in mind; and if you do, let me advise you that you will be better off in every way when you reach the end of the line, which you will some day.

This International Union, of which you and your local are a part, was not built up or made what it is by wishing or waiting. It was built up by fighting for every inch of ground; yes, by disputing with our enemies (some who were within our own family) every mile of the road, even pledging our bodies and endangering our lives so that this Teamsters' Union of ours might live and grow and do good. Those who tried to destroy us by means of gun-toting and threats, destroyed themselves. I think the Teamsters' Union has helped considerably to keep the American Federation of Labor strong. We are in the majority in nearly all central bodies and State Federations. We get nothing for we want nothing except the wholesome knowledge that we may, and I hope we are, doing something to keep labor strong and clean.

The Teamsters' Union joined the American Federation of Labor only once. We pay the largest amount of money each year into it. This is as it should be. Of course, we have our complaints, our grievances. Sometimes I, too, get disgusted at some of the running around and begging expressions, but it cannot be helped. I may be wrong, but my policy all my life has been, you may double-cross me once, but I am the sucker if I let you double-cross me the second time. Labor, thirty-five years ago with one-third of the members it has at present, was respected and influential in Washington and elsewhere. Today it's at its lowest ebb in years. Why, I think I know but "I ain't talking"—now.

There must be an answer. There is an answer. It will, it must come in time. They say patience is a virtue. Maybe so. There is also a limit to human endurance. I say to labor's political enemies—beware.

A Time for Unity

The Holidays are over and we are busying ourselves within our own organization and watching the affairs of the world. The eyes of the world to-

day are centered on Washington. Whatever is done in Washington will have a substantial effect on the affairs of all nations. If we blunder, we will jeopardize our present form of civilization. If we are successful in our decisions in guiding the destinies of mankind, then future historians will write the story of how an independent democracy that won its freedom by rebellion and the sword from a foreign power, a democracy where men are free to speak, write and think, was the salvation of mankind. It is hoped that will be the way the history of these dangerous days will be written.

Every country in Europe is virtually impoverished, including England. All of them are looking to us for financial help. I think we must pay and pay and continue to dish out our money whether we like it or not. We don't like it, but it has to be done in my personal judgment, although I hope I am wrong in this analysis. There are still many persons, especially in England, who are living on the fat of the land. They are not suffering as much as they should,



William McKinley

considering the dangers confronting not only their own lives but the lives of millions of others. Yes, I know they are taxed more heavily than we are in the United States, although our taxes have been doubled in recent years. Our taxes have been quadrupled since we got back on our industrial feet

along about 1935 or 1936 after the financial crash and panic of 1931, 1932 and 1933. But, we must not complain no matter how we feel the pinch because it is those who have nothing to pay in taxes who deserve some kind of sympathy.

The present administration in Washington has been charged with all kinds of blunders, diplomatic and otherwise, but on the whole it has done a good job. I have lived and worked as a representative of labor under a great many administrations since the early days of Grover Cleveland, who was succeeded in 1900 by William McKinley, an old-fashioned, hard-boiled Republican under the control of big money interests of those days which were represented by Mark Hannah of Ohio. McKinley was an honorable man. He served as Senator from Ohio before he was a candidate for President, but like all men of the Party of that day who were in the majority, he was elected and controlled by the big money

interests of the nation who fought then and are fighting now the rights of the working people of the nation to a decent living. Our people of course, and I mean the working people, are much more advanced in world affairs and especially in the affairs of our own nation than they were then—fifty years ago. The children who were going to school then are now running the affairs of the world.

I think we have made progress beyond our anticipations of those days of the past. I don't think we can stop endeavoring to make greater progress. Men, women and nations must either go ahead or go backwards. We cannot stand still. If we do, there is no progress and if there is no progress forward, then surely and most certainly we will go backwards.

I see a great future for the nation and for the working people. The greatest enemy we have now is what I have referred to frequently, the monster of Communism. Not so much do I fear it as taking complete control of our Government at once, but I am somewhat disturbed over the slow, inside progress and the fact that this mad doctrine may take over the labor movement, or perhaps organize under some beautiful name, which interpreted means Communism, the unorganized masses.

At least it has to be admitted even by our enemies that the organized unions have leaders who are trained men and who in all instances are patriotic Americans, but the unorganized masses have no leadership except the leadership of those dangerous crackpots who steal up sometimes under cover of night and have the power of tying up more than one industry.

So, it would really be to the interest of employers to encourage and help, and not bitterly fight, the decent organizations of labor throughout the nation. Of course, I can understand the employers crying when there is a demand for greater wages and better working conditions. They hate to reduce their profits. Perhaps, that is a human feeling and position for an employer to have or to take. But they should try to understand that you cannot stop the wheels of progress, that you cannot stop the workers from organizing. It is better for the employing class to deal with honest American trade union organizations than run the risk of having such organizations secretly controlled by the enemies of our form of government, who would destroy the rights of the workers and the rights of the employers if they ever got control. This last statement is not a threat. It is a statement of fact. All you have to do is look over history and look over what has happened to nations that have been taken over by Communism.

Everything they considered theirs, the so-called independent thinkers of those countries, everything they worked for that they believed was theirs was destroyed or taken away over night. In addition to employers watching day and night what is going on in the world all around them, our union and all labor must be on the alert.

Scandals Exaggerated

Within the last few weeks you have been reading a great deal about some of the men who were connected with the Government, especially in the Income Tax Division, who have gone wrong here and there financially. The percentage is very small, but that is not a sufficient excuse. The temptation is great, especially to men in our modern life with their wives and families continuously demanding more and more. This is not true of all wives and families, but it is true of those people who have supposedly been living at the edge of the so-called upper bracket. There is nothing more foolish for a man or woman to do than to try to "keep up with the Joneses."

In the first place, out of thousands and thousands of men employed by the Government, there isn't one-fiftieth of one per cent who go wrong. I know of no institution where men and women have to handle the business and the money of their employers where there isn't a black sheep, a weakling, a foolish individual, a penny ante thief exposed once in a while. We surely have it within the courts in a small, insignificant manner. We have had proof in the past years of municipal and state judges deciding questions of law by reading certain opinions into the questions of law for sympathetic reasons, or for other reasons. We have it in the banking fraternity, where a cashier or similar employee nibbles some of the money that doesn't belong to him. We have it in a very small way in the labor movement but the labor movement has cleaned house in that line thoroughly.

When I became the President of this International Brotherhood of Teamsters we had many dishonest local representatives in the Teamster unions. Some of them were outside of the International and some of them refused to come into the International for many years because they knew they had to make an accounting of their dealings and especially their financial dealings to the International Union. I had one fellow in Chicago, who is dead now, and I would not lie about him, who I knew was stealing the local's money because the miserable salary he

got was such that he could not afford to build the apartment houses he was building. His membership voted to affiliate with the International but he prevented that because, I repeat, he knew he would have to make a more thorough accounting of the financial affairs of his union. He stayed out in opposition to the membership. He was shot to death in Chicago by some of his connections outside of the union. That happened 30 years ago and that was only one instance.

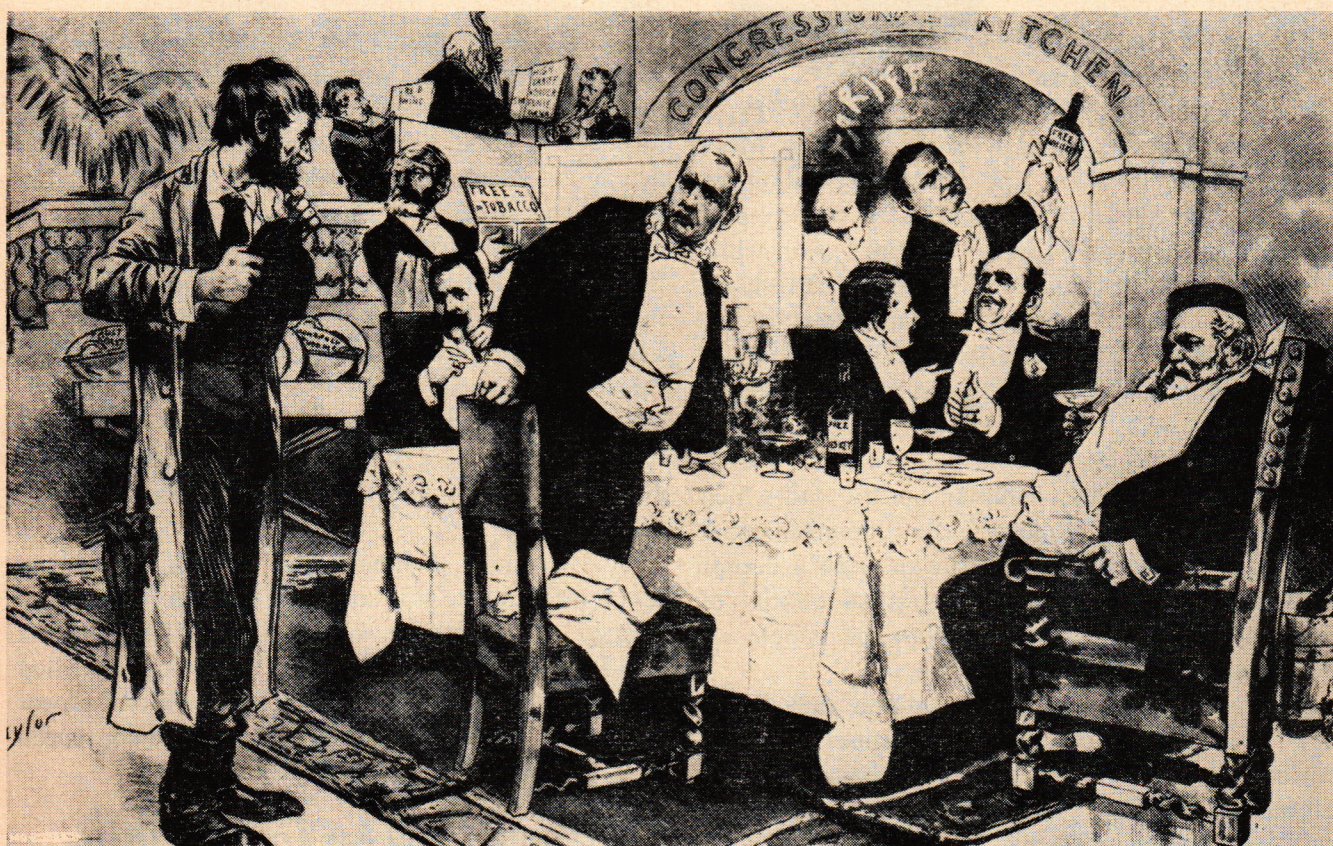
I might say today that in New York or Chicago or Los Angeles or Seattle, to my knowledge, we have not a dishonest man handling the moneys of local unions and if we find in office such a man I promise you he can't remain, no matter what it costs.

Now we have made considerable progress and so have all other labor unions, but I can only talk or write about the Teamsters Union. When I came into office as head of this organization many years ago, I found out that business agents and salaried officers were almost starving. I, myself, was a business agent in Boston and I got \$21 a week for salary and expenses and I had a large family. Three or four of those dollars each week went for ten cent tips, to the poor fellows, hard working union Teams-

ters, who needed a dime or a quarter on a Monday morning. They did not always pay back because they did not always have it to pay back.

When I was elected General President my salary was eighteen hundred a year, \$150 per month, and I had to live away from home nearly all the time. My family was in Cambridge, Mass. and the organization did not have money enough in those days to allow me to go back to see my family more than once in three months. I got along as best I could. I knew the job and I knew what it paid and I took the job, reluctantly, in order to save the International Union from division, destruction and wrongdoers. I am not a bit sorry. If I could do the same thing over again I would, because as the years rolled on and the International Union got a little more money, they raised my salary until today I am getting a substantial salary. I don't want any more than what I am receiving, because I don't need it.

I hate to be using the pronoun "I" but I must, in order to explain the purpose of this article. I refused to be a candidate for office in our last convention, almost five years ago, if they raised my salary. Why? I am trying to show to our people that the men of labor are not in the labor movement entirely for salary, that there is a greater payment and



Exaggerating scandals in government has been a pastime for newspapers throughout the nation's history. This 1891 cartoon, "The Political Poor Relation," shows a ragged farmer intruding on a banquet for tariff-gorged industrialists. McKinley is pouring whiskey while Congressmen pass out free cigars.

reward than just dollars and cents. Yes, certainly, we need some money. We must hold up our position. We are entitled to some pleasures, but as far as I know labor, I think that all of labor is as thoroughly decent, honest and self-sacrificing as any large body of human beings in the whole world.

Now, then, to get back to where we started. I am sick and tired of reading in large headlines of the graft going on in Washington. I am going to say that the graft, if it is graft (I call it a weakness on the part of a few individuals) is just penny ante thievery—though we cannot condone any degree of dishonesty—compared to the thievery and dishonesty that went on during some of the previous administrations. Do you remember the Harding Administration? Harding went into office the fourth of March, 1921. He did not last long, but Harry Dougherty and that other mob from Ohio almost sold the gold leaf on the Capitol. That was the Harding Ohio mob. The so-called Kansas or Missouri crowd, which the newspapers now charge to President Truman and his associates, were just penny ante, insignificant nickle pinchers compared with the Harding Mob. Again, remember I am not condoning dishonesty because when a man is sworn in as an employee of the Government—and I have taken that oath while acting as Administrative Assistant to President Roosevelt,—which embodies honesty and faithfulness, he is a criminal in my judgment if he violates that oath of confidence, loyalty and honesty. But, as I said before, we have had penny ante thefts and some big thefts in every department of life. This is one of the weaknesses of human nature with which some are afflicted. Honesty is not something that you can buy in the shop or store or from a doctor of medicine. Honesty is an ingrained quality of birth and life, mostly coming from the people responsible for your human existence.

Some men will cheat, even though they know they are bringing disgrace on themselves, their families and those who entrusted them with the responsibility of the position they hold. But it is really and truly laughable to read the headlines about some unfortunate fellow whose wife got a fur coat as a present from somebody who thought that



Warren G. Harding

this individual or his wife might be able to help by saying a kind word for them to some official of the Government who had a little higher position than they had. After all, isn't it a human instinct to help some friend? Of course it is, but when that person sends a present to your wife or daughter or your son, then you are blind unless you can see that it is an indirect bribe. This is why I am opposed to banquets and presents and gifts given to your business agent or to me or anyone else because it is an indirect way of trying to win favors and I repeat, there is no need of your doing that because if your cause is just and your claim is based on righteousness you need not give a present to anyone to win so-called good will.

Oh, yes, I fully understand 99 per cent of our people are thoroughly honest and that they love and admire and respect the men who work for them and that from the graciousness of their hearts they want to show that love and respect by giving them a banquet or some trivial gift. I know all that but, again, there are instances where such affairs are encouraged outside of the meeting but, I repeat, and I know what I am talking about, those kind of affairs are so rare that you can hardly find an instance of it within the labor movement and, especially, within the Teamsters' organization.

I don't know that I am willing to send to the gallows some fellow who worked for the Government down in Washington for such petty offenses, although it should not be, but the purpose of this article is to remind our people that all this hullabaloo is over practically an insignificant weakness in a few individuals in Government service, forgetting the qualities and sacrifices of the millions of honest men and women in the country's service. Again, I have often looked back and thought of the grafting thieves we had for years in Governmental departments, who I repeat would sell the national capitol if they could get a buyer, and believed that they could escape the law, and many of them did go unpunished.

So, my dear members and friends, don't pay much attention to this so-called exposure of wrongdoers. It means very, very little and I assure you and I am willing to take oath to it, that the so-called grafting and dishonesty now exposed, which I repeat should not be, is only a drop in the ocean compared to what went on in administrations past.

Keep Up The Good Fight

I have watched the administrations since the days of Grover Cleveland. Each administration in Wash-

ington had its problems, and we have extricated ourselves from those difficult problems in the past. We will do so now. While it is now fashionable to knock the administration and to find fault with what it does, I want to say my personal opinion is that it would have been difficult for any of the previous administrations to have done any better than the present administration because of the complexities of the world situation and the delicate dangers confronting our Government today. Of course, I know that I too have stated my opinion for my more than one million readers, my displeasure and my dissatisfaction with certain decisions and certain actions and, I might say, certain injustices that have taken place against the Teamsters' Union. But that does not mean I don't fully appreciate the dangers confronting the administration and our Government in all of its branches, and I say in all sincerity that I know of no previous administration since the days of McKinley that could have handled this situation much better than what has been done by the leaders of our present Government. In all of my time, and I have read carefully the history of our country for the past one hundred years, more than once, but in all my time and from what I have gleaned from my reading, it is my opinion that our country was never in greater danger nor was it ever more necessary to have good minds and diplomacy leading our country than at the present time. There was only one other time in the last one hundred years of such great danger and that was the rebellion and division among the States which brought about the Civil War.

There is nothing that will destroy a country quicker than division. If we as Americans stand behind those who are elected to office and prevent serious division when our country is in danger, you can rest assured we will come out victorious in the end. Yes, it is going to cost billions and billions of dollars and thousands of lives, but after all, no matter what the price is, we must pay that price because it means not only our freedom and our salvation, but I have no hesitancy in saying it means the freedom of the world. Because if our country, the United States, goes down under Communism, the civilization established since the birth of the Saviour nearly two thousand years ago will be in danger of being destroyed.

In a small way you can apply the above reference to division to the labor movement. Labor can never be destroyed by capitalists. The more they crush labor the more it will grow, as they said about the shamrocks when the English governed Ireland. The

more labor is persecuted and punished by unjust laws the stronger labor will be in the end. The Taft-Hartley Law, which I have referred to in previous writings, is perhaps the most vicious law ever enacted against labor but I promise you now, as I stated on the floor of one of the conventions of the American Federation of Labor, that when the battle is over, labor will be stronger than it is today both numerically and otherwise. It takes punishment to strengthen a man, a family or a nation. The more religion was persecuted in ages past, the stronger it grew as a result of that punishment. The more they try to handcuff labor, either Government or employers, the more they will strengthen labor when the day of balancing comes around, as it will.

So, at the beginning of the year 1952 let us prepare to keep up the good fight; let us fight, but fight honestly and justly; let us understand there are two sides to every question. If you do that, I know that labor will be stronger a year from now than it is today; and, it is healthier and stronger today than it was before the great Republican depression of 1931-32.

Some Strikes Are Needless

I am surprised and I fail to understand why we have so many strikes or threatened strikes when everyone should try and keep on working if humanly possible. I have no use for organizers or business agents if they have to have a strike every time a wage contract expires. Certainly we have brains enough to realize that, except as a last desperate resort, strikes are not profitable to the working man and woman and not profitable to employers.

Yes, I know we are not to blame always for stoppages of work. I know that employers sit back and argue till the cows come home, they stall and postpone and ask for conferences. I know all that; I was a business agent and I was an organizer. I have been on this job for 40 years. I know as much about the game of trying to represent labor as anyone, but my theory is that a stoppage of work should only take place when every other chance has failed including an offer of honest arbitration. We lose more money when we are out of work three or four weeks on strike than we win over three or four years and the employer's losses equal what we lose, or more.

Anyone, employer or worker, can call for a stoppage of work, vote for a strike, and they always say it will only last a few days. That is not sound rea-

soning and I have found it to be unsafe. Certainly I know of employers who lock the doors and say, "We'll bring those fellows to their knees." That class of employer is very rare these days. Some of them have their secret reasons for doing this. They may be on the verge of bankruptcy and they may force stoppage of work as an excuse to bring on bankruptcy or cheat some creditors. I have known it to happen.

Not long ago in a city in the midwest in a baking industry, the inside workers who were not in our organization but belonged to a high-class bakery and confectionery union had a grievance, and failing to adjust that grievance called for a stoppage of work. The drivers who were under our organization remained at work. They came in the second day to work and the doors were locked; they were not allowed to work—a distinct violation of laws. In some instances we have recovered for our loss of time and labor for such action on the part of employers. The point I am making is to show you how wrong the employers can be sometimes; and of course, labor is not perfect and is entitled to its percentage of mistakes, but we are cutting down that percentage and it is now very small.

Any roustabout or a wildcat individual can go in and influence men to cease work by false doctrine or false advice, or perhaps based on an ulterior motive prompted by aims of their secret masters imbued with a doctrine of communism. I say that kind of a fellow can cause trouble, but my advice to you is to watch for that kind of action, not only in our local unions but all around you.

Beginning the first of this New Year, I have every reason to rejoice for the splendid work done by our local representatives under whatever leadership I have been possessed with, and mainly because they are following the Constitution of the International Union by which they are chartered. Keep up the good work and it will not only be in the interest of the Trade Union Movement of America, especially the International Brotherhood of Teamsters, but it will be in the interest of yourselves and your families and your Country.

What a pity we have divided the Labor Movement! I don't want to go into the reasons for it now, but it will be written some day and the men responsible for it will be classed as the Benedict Arnolds of the working men and women of America. Political tricksters are laughing at the representatives of the several factions in Labor. Each one speaks only for his bunch. I know it has been said, "Take care of me and my gang, and I don't care what you

do with the other crowd." That's pitiful but it's a fact. Sometimes I wonder why we are even doing so well as we are, considering what's going on on the inside with political bluffers and labor men seemingly afraid to "speak loud and strong."

Value of Your Journal

The cost of THE INTERNATIONAL TEAMSTER now is around five cents per copy, which includes the cost of producing and mailing the publication. We mail our JOURNAL to the home of every member who sends in his name and address approved by the Secretary-Treasurer of the Local Union. We also mail the magazine to every educational institution in America, including high schools.

The value of the investment which the JOURNAL represents was demonstrated only recently. I was surprised to get a letter from an out-of-the-way school in one of the Western states saying it had not received THE INTERNATIONAL TEAMSTER for two months and wanted to bring their files, extending back over many years, up to date.

This once again emphasizes that we must be careful what goes into the JOURNAL. The printed word survives over the years and we are judged by it long after it is written.

I believe the Teamsters and their families are highly intelligent persons, capable of understanding and interpreting the issues of the day. And they are vitally interested in those issues, matters which should be discussed in the JOURNAL.

I am pleased and happy to say that when I came into the office of General President 40 years ago, we had a circulation of 7500 and, today, the circulation of the JOURNAL is near the million mark. All this information is being passed on to you so you may understand the strength and the work which is produced by your per capita tax, which helps pay for publication of the monthly magazine.

When you finish reading your magazine, pass along your copy to somebody who does not receive it. In that way, all members can help interest their friends and neighbors in the Teamster movement.

It is difficult to find anyone who can convey the Teamster message as I see it from my long years of close association with the movement. I feel that I know what Teamsters need because I have been living with Teamster problems practically all my life.

I have many complimentary messages of praise sent to me regarding the JOURNAL, but I also get every kind of knock and criticism. But that is part of the job. You pay me for my work.

More About the Gypsy Battle

WHEN the Teamsters' Union decided to clean up the unsavory practices in the trucking industry, it had little realization that the farmers' organizations and large part of the trucking industry would go to such extremes in order to protect the improper competitive advantages resulting from gypsy operations. The one great service of the Teamsters' Union in the now famous "gypsy" leasing case was providing the facts and knowledge of the vicious conditions in the trucking industry and placing full responsibility for those conditions where they rightfully belonged—on the irresponsible elements of the trucking industry.

Fought Toe to Toe

Before the three-man court in Birmingham, Ala., which recently decided a truck-leasing case in favor of the United States of America and the Interstate Commerce Commission, the International Brotherhood of Teamsters and the Class I railroads of the United States fought toe to toe with the Interstate Commerce Commission against the American Trucking Associations, the Florida Citrus Commission and Growers and Shippers' League, the Florida Railroad and Public Utilities Commission, National League of Wholesale Fresh Fruit and Vegetable Distributors, National Industrial Traffic League and the Secretary of Agriculture of the United States. The leading issue in this case, as pointed out by the court, was the contention by the gypsy proponents that the Interstate Commerce Commission lacks the power to regulate leasing and interchange, that it had no business to prohibit trip leasing by substituting requirements that vehicle leasing be in writing and for, at least, 30-day terms, and that it was illegal to prohibit compensation for use of leased ve-

Four-Year Fight by the Teamsters' Union Is Winning Ground Against Leasing Abuses; Court in Alabama Upholds ICC Ruling

hicles on a basis of percentage of revenue or division of the rates charged.

Everyone intimately associated with the trucking industry is well aware of the fact that the gypsy leasing practices have been responsible for many evils and abuses in motor carrier transportation, and yet very few, outside of the Teamsters' Union, had the courage to publicize these practices to the point that the Government was practically compelled to take the action it took in the famous truck-leasing case MC-43.

Following Trail

Now that the Federal Government has moved in this case, it is interesting to note that the state governments are taking courage and following the trail blazed by the Teamsters' Union. The State Utilities Commission of Ohio within the past week has established six new rules to stop truck overloading and "wildcat trucking." Of course, these rules could have been put into effect 10 or 15 years ago, and it is amazing indeed to contemplate that the state of Ohio has waited this long to catch up on establishing proper procedure for regulating safety and truck transportation on its highways. These rules not only follow the rules laid down by the Interstate Commerce Commission in the gypsy leasing case, but go a step farther. Under the new Ohio set-up, truckers are prevented from charging by tonnage or percentage of revenue. This rule is established to remove "all incentive on the part of the owner to overload his truck. Henceforth payment will be only on a flat rate

basis, by mileage, or on a time basis." All trucks are now being required to carry liability insurance at all times; the old rule required insurance only while the trucks were leased to a carrier. The purpose of the insurance rule is to meet complaints against wildcat truckers who are operating on single-trip leases. Ohio now insists that carriers must have written contracts as evidence of truck leases and must keep them for two years, and file a copy with the Utilities Commission, except in emergencies. Furthermore, the carrier is given control over the driver; sub-leasing and leasing to non-carriers is prohibited, and carriers must inspect all trucks for safety equipment.

Ohio Moves In

In view of the fact that the state of Ohio has now moved in to fill the void in its truck and highway safety regulation, there is real hope that the balance of the 48 states will likewise attempt to bring order out of the chaotic system of truck regulation which now prevails.

The following excerpts from the unanimous opinion handed down by the United States District Court in Alabama confirms the evidence and the position taken by the Teamsters' Union before the United States Senate, before the Interstate Commerce Commission and before the federal courts within the past four years. We quote as follows:

"For reasons deemed sufficient by the Congress and which are not open to question here, the Motor Carrier Act excluded from economic regulation a considerable number of motor trucking operations, some of

a wholly public, others of an essentially private nature. Section 203 of the Act contains an extensive list of trucking operations that fall outside of the field of economic regulation and only come under the Commission's jurisdiction in regard to safety of operation. Included in these exceptions, for example, are vehicles used in hauling agricultural commodities, livestock, and fish; vehicles used within city limits or the commercial zones of metropolitan cities; and motor vehicles used in purely private carriage.

"It is a matter of common knowledge that whether the trucking operation is within or without the orbit of economic regulation, the vehicles used are not substantially different. The trucker hauling oranges from Florida to New York City—an operation exempt from economic regulation—or the manufacturing company hauling its own products from the place of manufacture to the consumers—which is excepted private carriage—use motor vehicles substantially equivalent to those used by companies operating within the

sphere of regulated transportation. Since there is no limit on the number of truckers who may engage in exempt operations and no economic regulation of private carriage, the number of vehicles used in operations outside of regulation far exceeds those used in regulated transportation.

"The record demonstrates that the leasing practices of authorized carriers have presented difficult and complex problems from the very inception of regulation. Convenient access to an abundant supply of equipment exempt while in the exclusive use of the owners has encouraged regulated carriers to make use of such equipment to perform their normal transportation functions, under arrangements which vary as widely as the possibilities of men to agree upon means and methods of acting together.

Complaints Cited

"Complaints emanating from within the industry itself, recurring frequently throughout the proceedings of record, indicate the prevalence of a practice on the part of certificated carriers to obtain traffic, shop around for a truck owner who would handle all of the transportation in his own vehicle, and retain a portion of the revenues received from the shipper as a reward for procuring the business. The owner of the rented truck, holding neither certificate nor permit and being exempt from regulation, would thus perform the essential transportation services of the regulated carrier. In many instances such leases have been but for a single trip so that when the trucker reached his destination and accomplished delivery he reverted to his original status and either returned empty or hired himself and his truck to another carrier for a return load. Because of the attractiveness of the transportation industry and the difficulty of obtaining certificates and permits, increasingly large numbers of independent truckers became available to the reg-

Inviting the Undertaker



Batchelor in the New York Daily News

ulated carriers on a per-trip basis. Impetus was imparted to this trend when servicemen returning from the recent war were enabled by governmental aid easily to procure motor vehicle equipment.

"Thus there has evolved a large group of 'owner-operators,' sometimes referred to as 'gypsies,' who move into and out of the orbit of regulated transportation by some type of lease arrangement with authorized carriers. Often unknown individually to the Commission, they perform the essential operations of regulated carriers on a trip basis, regardless of their fitness and ability to meet the Commission's standards for certification, regardless of whether there is a public need for the operation, and regardless of the resultant distortion of operating ratio which obviously has an adverse competitive impact on the authorized carriers.

"Certain practices of carriers in interchanging equipment among themselves claimed the attention of the Commission. It appears from the record that a prevalent usage in the industry is for a carrier having authority to handle traffic between two cities to contract for a shipment to points beyond its authorized territory. In lieu of giving the traffic to another carrier to move to destination, the first carrier will secure the right to operate over the second carrier's route upon the payment of a flat charge. This practice is tantamount to a leasing by the second carrier of its operating rights to the first carrier without the Commission's approval as required by Section 212(b) of the Act.

"To a lesser extent authorized carriers have sometimes avoided the limitations of their certificates by leasing their equipment with drivers to shippers, thus permitting the carriers to haul the shipper's traffic to points beyond their authorized territories.

"The result of the employment of these three devices has been to en-

feeble the Commission in its effort to control the motor carrier industry. As a consequence, the entire scheme of economic and safety regulation of the transportation services of the nation has been imperiled.

"As early as 1940 the Bureau of Motor Carriers, recognizing the inefficacy of existing rules and regulations to eliminate or mitigate violations accomplished by means of false, fraudulent or fictitious leases devised for the purpose of circumventing the Act, began a study of the leasing practices of authorized carriers. Interrupted by the exigencies of the late war, it continued and became the basis for the proceedings now under review.

"The judicial process is not designed to function in a vacuum and the laborious review we have accorded to the voluminous record and its exhibits has served to clarify, not becloud, the issues upon which the main battle-line is to be drawn. The springboard from which we launch our inquiry is the basic contention of plaintiffs that the rules and regulations of which complaint is made were beyond the statutory jurisdiction of the Commission. It is at once apparent that a conclusion of lack of authority would put an end to the controversy."

Well-Planned Struggle

From the foregoing it is evident that the great exertions of the Teamsters' Union to prevail upon the Interstate Commerce Commission, the Department of Agriculture, the Justice Department, the United States Senate and the federal courts in an effort to clean up the unfair practices in the trucking industry could have been accomplished only by the smooth functioning of the Teamsters' Union. It is discouraging indeed to note that it took four years of constant, unceasing effort against all the other elements in the industry in our attempt to place the nation's trucking activities on a sound, moral basis.

Mine Safety Is Inquiry Subject

A special subcommittee to investigate the West Frankfort, Ill. mine disaster has been named by Senator James E. Murray (Dem. Mont.) chairman of the Senate Committee on Labor and Public welfare. The group will make recommendations for legislation to improve the Federal safety code. The disaster took the lives of 119 miners.

The subcommittee, headed by Senator Matthew M. Neely (Dem., W. Va.) began its work during the latter part of January. The investigating group will look into the causes of the disastrous pre-Christmas blast. The United States Bureau of Mines has already reported that methane gas was ignited by a spark from electrical equipment.

Senator Neely has introduced legislation in Congress which would give Federal mine inspectors authority to close any mine believed unsafe. Representative Melvin Price (Dem. Ill.) has introduced a similar bill in the House.

Teamsters Offer \$500 Scholarship in Oregon

Three unions and the Oregon Federation of Labor are offering five \$500 college scholarships to high school students in Oregon interested in labor and labor history.

The state federation is offering two scholarships and Joint Council of Teamsters No. 37, Portland, Ore., the Operating Engineers and the Laundry and Dry Cleaners are offering one scholarship each.

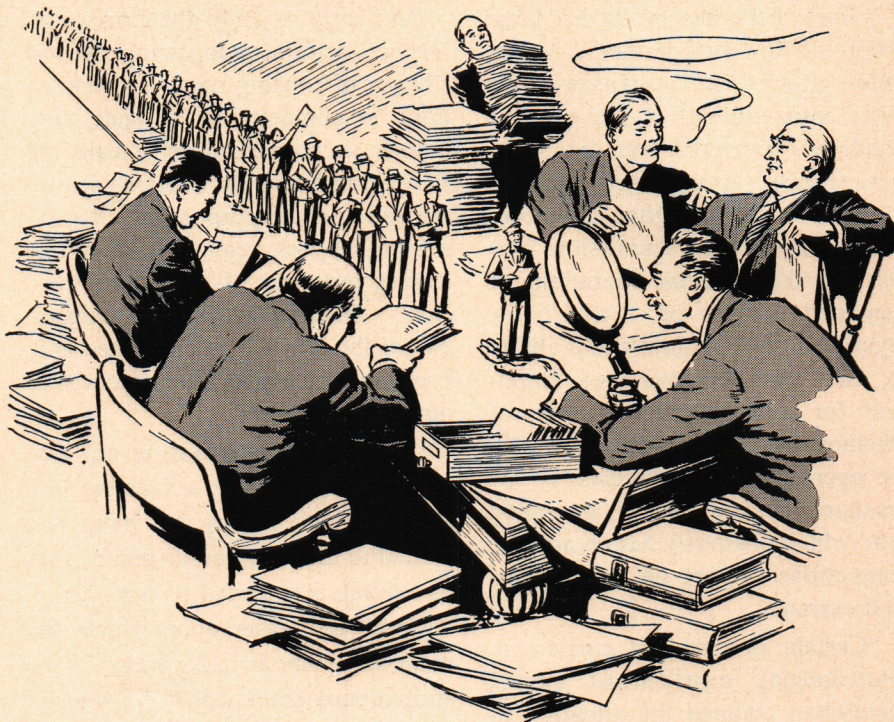
The competition is open to students of public, private and parochial schools. Those competing will take an examination April 16 to determine their knowledge of the history of the labor movement and the part which labor plays in the nation's economy. The committee in charge of the scholarship explained that it is not the purpose "to instill propaganda for organized labor or for any particular labor organization."

A YEAR OF WAGE STABILIZATION

Teamsters Suffer Worst Under WSB Policies

**More Than Half
Of the Estimated
15,000 Cases Piled
Before Board Involve
Teamsters—and the Jam
Continues to Grow!**

By DANIEL J. TOBIN



THE Wage Stabilization Board in Washington is about the most overcrowded and unsatisfactory board functioning under the Government at the present time.

More Contracts

The Teamsters are suffering more under this condition than any other organization in labor, simply because we have more contracts than anyone else. For instance, if the Carpenters sign with the Fuller Construction Co. in New York it will cover all of Fuller's employees throughout the nation; perhaps not the same wage scale, but if they get a raise of 10 to 20 per cent from one contractor, it will apply to the employees or mechanics of that big national institution or any similar institution throughout America. If the Teamsters in a certain city get a contract with the Ward Baking Company it only applies locally, to Chicago or New York, or wherever the location.

This system is beyond the understanding of the average member. This system must be changed as changes have had to be made in many other ways in dealing with employers throughout the nation. In addition to this, we have about twelve different branches in our trade—from dairy workers to taxi cab drivers—and each local union under our present system functions for itself.

An Example

At the present time we have before the Wage Stabilization Board more cases pending than all the rest of the labor movement put together. For instance, we enter into an agreement in Chicago covering bakery drivers, and both sides have signed the contract and agreed upon it. This contract cannot be put into effect until it is approved by the Wage Stabilization Board and down there in their offices in Washington our contracts, agreed to by all

parties, lay idle, sometimes almost forgotten, until the Board gets ready to consider them in rotation. The result is our people are getting impatient and sometimes think I am a superman, and that I can do almost anything, which I cannot. The rank and file will have to wait until the Wage Stabilization Board gets ready to go over the contracts and approve them, and worse than all that, the Board members have the power to refuse to O.K. a contract if they so desire.

Some Held Six Months

We have contracts now before the Board that have been pending for over six months that were entered into between our unions and our employers. In the meantime the membership involved cannot get the increase in wages or the better working conditions entered into with their employers as per the contract, until the Wage Board approves same. It is true that when the contract is

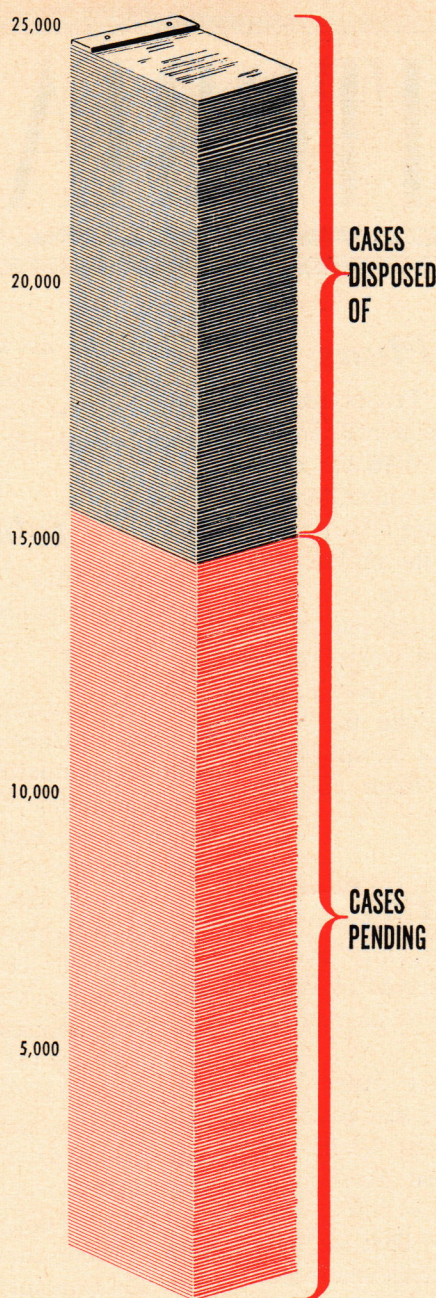
approved in the weeks or months to come, if it is approved, that the better conditions become retroactive. In the meantime, if one of the employers should go out of business the men lose the advanced wages as agreed to in the contract. The whole mess in Washington in the Wage Stabilization picture is the most pitiful situation we have experienced in all our years. There is very little I can do about it because you can't move one of those governmental self-important boards. The Wage Stabilization Board is composed of employers, Government and labor. If the Government representatives go along with the employers as they very often do, then labor is defeated in that Board.

Past Practice

During the last war and in other emergencies when faced with a serious crisis, there was a separate Board set up to take care of the cases of the Teamsters' International Union. Remember, I said we have more cases, because of the make-up of our organization, than all the other unions put together. For some reason or other the present Wage Stabilization Board has refused to set up a separate Board for our organization as was done several times in the years past. Their lame excuse is that when those separate boards were set up to take care of Teamsters or transport workers there was a war on and it was an emergency.

Poor Explanation

In my mind, that is the most inane explanation that could be given by any Board supposed to be rendering intelligent service. We have about fourteen branches in our trade. Nearly all of the work is Interstate and the Wage Stabilization Board still refuses to create a separate panel to take care of those continuously multiplying wage contracts of ours that, I repeat, have been agreed to by both our unions and our employers. What a pitiful mess this is. This is the kind of fumbling



According to reliable estimates, a total of 25,000 cases have been submitted to the Wage Stabilization Board. Only four out of ten—or 10,000—have been disposed of by the board. It also is estimated that more than half the 15,000 cases buried in the quagmire of red tape involve Teamster contracts—in other words, Teamster cases before the board total more than those of all other labor organizations combined! Thus far, however, the board has chosen to ignore this dramatic evidence of the need for a special transportation panel to deal with the intricate problems of contract relations in our industry.

and lack of understanding and lack of the use of common sense that make enemies for the Administration. You cannot tell the taxi cab driver of Chicago or the milk driver of San Francisco that the Board is holding up his contract because you must take your turn in the line. They simply don't understand and, personally, I can hardly blame them. I repeat, if the Wage Stabilization Board would create the same kind of a Board to handle cases of transport workers, conditions would be far sounder than they are now insofar as keeping the wheels rolling.

Relief Needed Now!

Sure, it is fine to say after a contract is approved that you will get what is coming to you in time, "maybe." But the worker with a family on Christmas Eve who got a \$4 pay increase, which is still subject to WSB approval, needs the money now to support his family and meet the increasing cost of living.

Oh yes, if there is a general tie-up of some major branch of our trade, such as the milk drivers of New York, that causes considerable inconvenience to the public, then the Government will come to me and ask me to order those men back to work. While I have been able to do this to some extent in the past, there is a limit to what can be done, and I may not be able to do it in the future, no matter how much I feel like helping our country and our government in these days of uncertainty and unrest.

Patience Urged

I ask you, my people, who are suffering because of the holding up of your contracts by the Wage Stabilization Board to have as much patience as you possibly can. And I ask you further not to blame me if I cannot do all that I would like to do to be helpful to you.

Let us remember that we are a nation in trouble and that our kin are dying in Korea to turn back Communism. In such a time of emergency, we must accept even unjust, unnecessary hardship.

EDITORIALS

WSB and Welfare Plans

In this issue of THE INTERNATIONAL TEAMSTER is a discussion of action by the Wage Stabilization Board on health and welfare plans. In short, the WSB has ruled that these plans are not part of the considerations in assessing an appraisal for purposes of wage adjustments. Health and welfare plans are outside of the stabilization farmework, under certain regulations set up.

This step by WSB is a healthy start and one which Teamster locals which have health and wefare plans will be pleased to know about and study. But Teamsters, like labor generally, will agree with the labor members' view that all plans should not be subject to any control, and we sincerely hope that labor will continue to press for complete decontrol.

The Union Must Pay

The United States Supreme Court recently decided unanimously that International Longshoremen's & Warehousemen's Union must pay \$750,000 to an Alaskan firm which it picketed.

The union was sued by the company under Taft-Hartley to recover damages after its plant was closed by picketing. It is not important to go into details here for the purpose of making an editorial observation. Everyone in the Teamsters' Union knows our general attitude toward Harry Bridges' union. That we have held no love for it would be a drastic understatement. But the fact remains, here was a union which was sued for an unfair labor practice under the Taft-Hartley Act. And the company recovered. The decision should be a grim warning.

This case, carried to the nation's highest court, illustrates what can be done under Taft-Hartley. A union can be sued and sued heavily for labor practices, now illegal, which may have once been routine exercise of labor's economic power of persuasion.

If any labor union in America still feels that the Taft-Hartley law has no teeth, let it look at the recent Supreme Court decision. This case should add fuel to the flames of union discontent with the law and stimulate workers everywhere to efforts to get the law changed. Since the nation is voting on a new House and a third of the Senate, there is ample opportunity for labor to express itself.

Those of us who do not sympathize with Harry Bridges, his union, or his general way of operating, should not be blinded by the implications of the case which his union lost in the highest court in the land.

Jobs for Congress

Congress has a number of major jobs ahead and the pressure of a political campaign year should not prevent members from giving proper attention to the tasks before it.

Politics is warming up and many of the speeches to be made in Congress will be made "for the record" as political ammunition for the constituencies back home. In the meantime, Congress faces a number of challenges which it must meet if it is to fulfill its obligation as the nation's highest legislative body.

Of primary interest will be the problems affecting the nation's economy—taxation, arms spending, economic controls. The economy of the country is interlocked with the nation's foreign and domestic political policy. How these policies are mapped will inevitably shape the way in which the economy will be handled. Certain basic questions will have to be answered: Are we spending too much for arms? How much can the economy stand in the way of taxation? How much foreign aid can we or should we extend? Will the future be, in the popular terms, guns or butter or can we have both? These questions must be answered before Congress adjourns for its 1952 political campaign.

The whole problem of foreign aid will be a controversial one. The answers to the questions raised on this topic are neither simple nor easy. Will we continue a heavy volume? Will we ask for certain specific guarantees? What will be our relationship, participation and support of continued collective security efforts?

Labor is interested in what Congress may do on the labor and social welfare fronts. Trade unions have sought redress from burdensome legislation and has made little progress. In a political year, there may be a better chance for Taft-Hartley revision—practical politicians are not unaware of labor's political potency. But what will happen to housing, schools, domestic construction, health and living standards?

These are only a few of the many major considerations which add up to big jobs for Congress in 1952. The working people have a stake in how the questions

will be answered, for in these answers will lie the type and shape of our economy for the next few years—important and critical years to us all.

The Poor Coupon Clippers

The Department of Commerce recently released some figures which should cause us to weep for the poor coupon clippers. Listen to this: For the first 11 months of 1951 American corporations paid out eight per cent more in dividends than they did in 1950 during the same period.

But remember this eight per cent was an *average*. Railroad dividends were up 26 per cent, mining dividends were up 20 per cent, and finance corporations showed a ten per cent increase. Only two industrial groups reporting showed no increase.

These lush dividends help to explain why the top fifth of the United States population gets nearly half of the nation's money income while the bottom fifth gets only three per cent. The distribution of income in 1950, according to the Census Bureau, was:

Highest fifth—47 per cent.

Second highest fifth—24 per cent.

Third fifth—17 per cent.

Fourth fifth—9 per cent.

Poorest fifth—3 per cent.

It's tough to be a coupon clipper—especially when the dividends are going up and up and up.

The New Health Commission

President Truman has named a group of outstanding citizens to make a study of the health needs of the nation and to come up with some recommendations for appropriate congressional action. By and large this step has been given general approval although the American Medical Association, in what seems a short-sighted view, has emitted certain painful screams against the commission.

When the President named the commission, he recognized, as do all, that health needs are matters of the utmost importance to every family. Health care is a problem which must be met, and steps to date are inadequate. Mr. Truman did not say he was asking the commission to come up with a national health program such as the Ewing Plan or something even more drastic which would justify the name "socialized medicine." He has asked a group of outstanding people to make a serious study in the interest of health needs of all. It is a long way indeed from a commission study and actual enactment of legislation embodying any plans which may be recommended or urged by the experts.

In the meantime, it might be well for the AMA as well as other interested groups to hold their fire pending a thoughtful and searching study which we hope will be made for the nation.

Strength for Democracy

So much a part of American life has the Tennessee Valley Authority become that its recent annual report failed to arouse the attention which the subject matter of the document deserves. The days of serious controversy seem to be over—over, that it, with all except in the case of a few diehards and ultrareactionaries.

The TVA has made an enviable record in providing power for national defense in the past and is coming to the fore today as a source of power for our tremendous armaments program, particularly in the field of atomic energy.

New power facilities are being built which will increase the generating capacity of the Authority by 114 per cent. TVA is committed to supply the Atomic Energy Commission power for two of its plants which will require as much electricity as is used in the city of New York. In addition to AEC needs the Authority continues to supply power for domestic and commercial use in the Valley. New chemical plants, electro-metal-lurgical works and other needs of direct and indirect importance to national defense are being developed in the Tennessee Valley.

While recognizing the tremendous aid being given the nation's defense in the TVA and through its facilities, we must not lose sight of the fact that the Authority is providing strength for democracy in more than power for arms. The TVA is demonstrating year after year the value of multi-purpose valley development, particularly with reference to conservation, flood control and the raising of living standards.

Long after many of the arms needs are met, these basic functions of TVA will continue to provide strength for democracy in a great area of the United States.

The Road Picture—1952

Of immediate and vital concern to everyone in the motor transport industry, and that includes hundreds of thousands of Teamsters, is the fate of American highways under the mobilization pressures.

We have heard a great deal about shortage of steel and other materials which are being drawn upon heavily for the arms program. Highways are going to get short-changed unless some new allocations are made. The American highway is a vital element in the national defense picture. If our roads are allowed to deteriorate, the country will soon find that its modern system of freight haulage will suffer. The road picture in 1952 is not a bright one.

The decisions on steel and other metals are not easy to make. Someone must suffer. It is hoped, however, that in making the decisions the officials doing the job will give due consideration to roads and their role in defense.

WSB on Health-Welfare Plans

HEALTH and welfare plans are not to be considered as part of wage adjustments under the economic stabilization program—under certain conditions. That is the import of the ruling made by the Economic Stabilization Administrator Roger L. Putnam in approving a recommendation made by the Wage Stabilization Board.

The ruling which came in late December resolves a serious question which has been plaguing trade unions for a year, ever since the wage freeze of January, 1951. Moreover, the ruling apparently pleases no one except the public members. Both the labor members and the industry members filed dissenting reports, although the labor representatives went along with the public members in order that some answer might be given and some conclusion reached on the thousands of cases which are pending in health and welfare plan situations. Labor's agreement was not given without a strong, almost bitter, attack on the inconsistency of the Board's policy as finally adopted.

Action taken by WSB and approved by Putnam embodies action set forth in two documents of the Board: General Wage Regulation 19 and Board Resolution No. 78. Action of the Board does not take health and welfare plans *entirely* outside the jurisdiction and the review authority of the WSB.

Amounts Pro Rated

Under General Regulation No. 6 of the WSB pro rata amounts of health and welfare plans benefits granted after January 25, 1951, had to be deducted from the allowance made under the so-called 10 per cent formula. Under the new policy, this is no longer the case. New health and welfare plans will be governed by the two WSB documents, Regulation 19 and Resolu-

Under Certain Conditions, Such Plans

Will Not Be Considered as Wage Adjustments;

Labor Members Blast Board's Inconsistencies

tion 78. Certain "review criteria" are set up by the Board. If the plan does not run counter to these criteria, the plans will be put into effect without Board approval. If the plan runs counter to the criteria, it must be considered by the Board.

In the words of the Board's official announcement, "If a plan conforms to the definitions and does not contain a feature listed among the Review Criteria, all that the party (parties) need do is file a report, on a prescribed form with the Board. The Board will acknowledge receipt of the report, and unless the filing party (parties) is notified to the contrary within 30 days, from the date upon which the acknowledgment is postmarked, the plan may thereupon immediately be put into effect."

Notification Essential

The Board further says, "If, however, a plan, or a portion thereof varies from the definitions or contains a feature listed among the Review Criteria, the party (parties) must so indicate on the prescribed report form. Such form shall, thereupon automatically constitute a petition for Board approval of such a plan or portion. Such a plan *cannot* be put into effect unless and until the party (parties) receives notification from the Board that such a plan or portion has been approved."

The Board points out that such a plan or portion which may be at variance will be reviewed by the tripartite Health & Welfare Committee established by Section 8 of Regulation 19. The Board in a long series of sections sets forth definitions of

various aspects of plans including:

- temporary disability;
- hospital expense;
- surgical expense;
- in hospital medical expense;
- group life insurance, accidental death and dismemberment benefits;
- coverage for dependents of employees.

'Review Criteria'

In addition to the definitions in the regulation the Board in Resolution No. 78 sets forth what it calls its "Review Criteria" including temporary disability; hospital expenses; surgical expense; in-hospital medical expense; group life insurance; retired employees provision; accidental death and dismemberment benefits; benefits to dependents; benefits to retired workers; benefits provided under statutory plans; and plans in which employees contribute.

Under each of these topics is a detailed set of descriptions and criteria which must be complied with before a plan can be taken out of and beyond the so-called 10 per cent formula. Here are a few sample benefits in the criteria:

- In group life insurance the Board will demand prior approval of any death benefit which is more than 85 per cent of the average annual worker earnings or if it is \$1,500 whichever is greater. In the case of retired employees, any death benefit exceeding 40 per cent of group life insurance coverage before retirement or \$1,000 whichever is the greater.
- in hospitalization plans approval will be required for any *unusual* benefits (these may be special nursing service, full private room payment, treatment of tuberculosis,

mental cases or cases over 30 days confinement).

—in surgical cases prior approval is necessary if the schedules exceed maximum allowances under the appropriate Veterans Administration, prepayment surgical plan or \$200 standard commercial insurance schedule.

—in temporary disability cases prior approval is necessary for any provision for paid sick leave, benefits beyond 26 weeks, a awaiting period of less than seven days, or payment of more than 60 per cent of the wage loss for the worker group as a while.

The regulation and resolution are quite detailed and should be studied with care by representatives of unions and those responsible for the administration of health and welfare plans. The background of the health and welfare plan decision goes back almost a year. On February 27, 1951, Eric A. Johnston, then Economic Stabilization Administrator, wrote a letter to the Wage Stabilization Board urging action and the development of policy saying:

"Health, welfare and pension benefits in general do not constitute payment which in fact compensate for increases in the cost of living. Nor do they add to the purchasing power of workers and thus to inflationary pressures. These benefits are a form of saving and to that degree are non-inflationary. Furthermore, it is difficult to evaluate the cost of these plans accurately in terms of dollars and cents. Such an attempt would only result in confusion."

Panel Named

Johnston further asked the Board to approve regulations which "would exclude health, welfare and pension plans from adjustments permissible under the ten per cent allowance."

While cases accumulated the Board failed to resolve the question and on August 3 set up a tripartite committee of outside experts to consult on the problem. This panel of

"... we also know that a few cents per hour for the health and welfare of the human beings who work in American industry is just as legitimate a cost of doing business as depreciation allowances on buildings and machinery. This is a small price to pay for a strong, healthy and productive society."

"... The needs of American workers called for immediate action. Agreements negotiated early in 1951 are still log-jammed in the Board, with workers and their families being denied the benefits to which they are justly entitled under collective bargaining contracts. Sickness and death do not wait and we know of far too many cases where genuine hardship has resulted from the Board's delay in acting on these health and welfare proposals."

—Excerpts from the Labor Members' dissenting opinion.

experts included representatives from Government, labor and industry. The two labor members were Carl Huhndorff, director of research of the International Association of Machinists (AFL) and Harry Becker, director of the social security department of the United Auto Workers (CIO).

'Middle Course' Taken

This panel reported in October, 1951, and the majority (labor and public members) recommended a policy of almost complete decontrol of health and welfare plans. The minority or industry members recommended decontrol only where the employees paid half the cost of the plan and urged that the Board use industry-area practice as criteria.

The policy as finally adopted by WSB follows neither the majority view of the panel nor the industry or minority view. The Board takes what it calls a "middle course." This conclusion aroused the immediate opposition of both labor and industry groups and each filed detailed dissenting opinions although labor finally accepted the conclusion. In the words of the labor report the members of the labor group "wish to state that they accepted this final compromise decision because, even with its inadequacies, it is preferential to the existing complete freeze on all health and welfare plans."

The industry dissenting opinion is a seven-point affair with its main

objection to the final conclusion of the Board being that such policy is inflationary. The industry members express tender regard for collective bargaining and say the regulation "will violate the Board policy of preserving historical relationships for collective bargaining." The policy, further said industry members, "will interfere with the free collective bargaining process."

The industry members also observed that they are opposed to the establishment of any Federal program on a national pattern "which will interfere with the free collective bargaining process or which will write special legislation having a permanent effect long after the emergency program is over." The industry members did not approve even the "middle course" or compromise conclusion of the Board.

Dissent Registered

The dissenting opinion of the labor members was signed by the six members and an alternate: Harry C. Bates (Bricklayers); William C. Birthright (Barbers), and Elmer E. Walker (Machinists) of the American Federation of Labor. Joseph A. Beirne (Communications Workers); John W. Livingston (Auto Workers); Emil Rieve (Textile Workers); John Brophy (CIO headquarters and alternate member), all of the Congress of Industrial Organizations.

Despite the reluctant acceptance by labor, the members set forth in unmistakable terms their views on

the new policy. They pointed out that the WSB had rejected the majority report of its own tripartite panel of experts which had recommended complete decontrol of health and welfare plans.

"Instead," say the labor members, "the Board has given preferential treatment to contributory programs and adopted arbitrary limitations called 'Review Criteria' which determine whether a plan receives automatic approval or must go the tedious route of case by case consideration. We know these criteria will be used by employers to resist legitimate demands in collective bargaining for employer-financed insurance protection and medical, surgical and hospital attention which will meet the needs of American workers and their families."

The labor group observed that throughout the long weeks of debate they had consistently maintained that the plans should be completely decontrolled and "not subjected to arbitrary restraints" of the Board. Such programs, said this group, are not inflationary and should be left to the free processes of collective bargaining.

The panel of experts was quoted on the decontrol question as having reported:

"With respect to these programs (i.e. health and welfare) we believe that there exist sufficiently effective self-limiting factors to eliminate the necessity for imposition of artificial measures to achieve the purposes of the stabilization program."

Labor also pointed out that in World War II, when 40 per cent of the nation's production was allocated to war work, there was not control over health and welfare plans and there "is no justification for more rigid controls on health and welfare programs today than during an all-out war."

The Board was criticized for intervening in the "tightly contested area of collective bargaining" involving the question of contributory and non-contributory plans — and the policy serves "those branches of in-

dustry which make a fetish of contributory plans."

The labor members closed their dissent by forecasting a demand for drastic revision of the policy and said "We serve notice that the labor members of this Board will press for approval of each and every sound program coming before the Board which will serve to advance the health and welfare of the American worker and his family."

Teachers' Group Lauds Haggerty

Thomas J. Haggerty, secretary-treasure of Milk Wagon Drivers' Local No. 753, Chicago, Ill., is paid



T. J. Haggerty

an unusual tribute by the *Chicago Union Teacher*, official organ of the Chicago Teachers Union. The tribute is in the form of a "Who's Who" department and features outstanding personalities in the field of education. Mr. Haggerty's photo appears with the article which is written in honor of the Teamsters' work as a member of the Board of Education.

The article as it appears in the *Chicago Union Teacher* follows:

Mr. Thomas J. Haggerty, secretary-treasurer of Milk Wagon Drivers Local No. 753, has been a member of the Board of Education since 1948. Strongly supported by the Chicago Teachers Union, Mr. Haggerty has lived up to our expectations. He has at all times championed the cause of teachers.

A staunch trade unionist, Mr. Haggerty is a native Chicagoan and a product of the Chicago schools. He attended the John Hancock School, St. Cecelia's Prochial School, and Tilden Technical High School. Later he completed a four-year course at Englewood High School (evening school). Subsequently he

studied for three years during the evenings at John Marshall Law School.

Since 1939, he has been secretary-treasurer of Milk Wagon Drivers Union, Local No. 753, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

Through the years, Mr. Haggerty has won recognition, not of his own seeking, in Chicago and in Illinois. Endowed with an analytical mind, tact, patience, and with the ability to understand humanity, he has been chosen as a member of many bodies. He is a member of the Executive Board of the Chicago Federation of Labor and chairman of both its Health and Welfare and Grievance Committees. He is also a member of the Illinois Public Aid Commission and is a representative of the Chicago Federation of Labor on the Council of Social Agencies, and on the City Planning Commission. He is treasure of the Mid-States Conference of Dairy Employees Union.

Long interested in workers' education, he and his union sponsored the resolution which led to the creation of the University of Illinois Institute of Labor and Industrial Relations. Mr. Haggerty now serves as a labor advisor to the institute.

As a boy, Mr. Haggerty's ambition was to become an outstanding citizen of Chicago. At a recent testimonial dinner at which 1,500 people from every walk of life honored him, Mayor Martin H. Kennelly cited his appointment of Mr. Haggerty to the Board of Education as one of the finest accomplishments of his administration. At the same dinner, Mr. William B. Traynor, president of the Chicago Board of Education, stated that Mr. Haggerty added youth, personality, and intelligence to the School Board, President Reuben G. Soderstrom, of the Illinois State Federation of Labor, declared, "The plain people of Chicago have confidence in Tom Haggerty. He is more than a labor leader—he is a leader in the community of whom we are all proud."

1952—Payoff Year in Defense

THIS year will be the year of the big pinch, a year of pressure in the defense program. President Truman has called this "a period of grave danger," a "crucial" year while Charles E. Wilson, Defense Mobilizer says that "... it will be the most difficult year and the battle (of production) must be fought on many fronts."

As the year unfolds we are going to see many changes take place in our economy, changes which will vitally affect many phases of our life and will influence labor quite as much as any other single segment of the population.

This year is bringing many problems to labor—problems of jobs, of work influenced by materials allocations, and by no means least problems created by the many regulatory bodies such as the Wage Stabilization Board, National Labor Relations Board and many others. This year has been called critical in what the Government terms the "battle for production." Some of the old World War II slogans and phrases are being dusted off to help stimulate production.

But the clock of progress has moved forward and while some of the phrases and slogans may be the same, the production program and the problems are different, much different from what they were in World War II.

In the first place we are in a period of high civilian production. The nation is drawing on practically all of its manpower resources to keep this high production economy moving at high speed. During the days of arms preparedness for World War II, the defense program took up the slack of millions of unemployed. Today, we haven't that "slack" upon which to draw. Today, we are faced with the serious problem of keeping this high speed civilian production of ours going—

This Must Be the Big Year of Achievement, And It Will Also Be a Year of Problems For Labor, Industry and Government

By DAVE BECK

production which is attempting to answer the many, many demands for civilian goods and services.

We are attempting to superimpose, over and above this tremendous civilian demand, a defense program which is setting new records in peacetime expenditure—a program designed to arm America and to provide substantial aid for our free world allies. Some of these many problems were pointed out several months ago by Defense Mobilizer Wilson and others who presented confidential reports on the defense effort to the Joint Civilian Orientation Conference of outstanding leaders of our economy, business, labor, academies, etc., invited to Washington to study the defense program. The problems proposed in the discussions and seminars at that series of meetings have been materializing rapidly in the last few months.

Watch Congress

As we attempt to foresee some of the affects of the months ahead, we must look to four sources, each of which is highly important in its own right. Basically, we must look to Congress and assess the general tenor of the members on the defense and economic programs. What will they do and how will what they do affect us?

We look to the Executive Branch, to the President, and see what policies he is enunciating. We have heard the State of the Union speech and by the time these words reach print we will have heard his Economic Report and his Budget Message as presented to Congress.

The other two sources are in the actual defense program administration itself—the Office of Defense Mobilization. We look to Wilson and his Defense Production Administrator, Manly Fleischman.

How do all these sources add up in terms of what's ahead? We do not know about Congress yet. Congress must work in terms of proposed legislation, i.e. it acts with reference to legislation proposed by the President, with respect to the budget submitted by Mr. Truman and with respect to legislation originating within the national legislature itself.

We have some very definite clues on what's ahead by looking at the activities of Wilson and Fleischman. Both have warned Congress and the public that we are in for some rough weather indeed. Fleischman, for example, in recent testimony said that homebuilding would be cut 23 per cent. Such a cut from the present rate of building would be a 60 per cent cut on the basis of the 1951 level of 1,100,000 housing starts a year. Such a cut will go deeply and will affect many workers, particularly the building trades and will affect Teamsters whose work is confined to this part of our economy for a great many of its members.

Other phases of construction are going to be cut down—the outlook for commercial building, office buildings, is not bright. School construction will be pinched as will hospital and other building.

As some phases of our civilian economy in the construction field seem to be hard hit, others will



Fourth of July fireworks-atmosphere is created as welders "burn out hulls" on the General Patton medium tank in Detroit.



Tires are strategic items for military and civilian use in defense program. Here, new tires are checked at an arsenal.

boom. Defense plants where needed will be put up and the nation will have a most substantial military construction program. To this should be added the atomic energy program with its almost fantastic new installations. In short, the construction picture is going to be one with a markedly changed hue—less for commercial and housing and other non-defense purposes and substantially more for military and atomic energy purposes.

Transportation is another major phase of the economy which will be affected by the defense program. Of immediate interest to Teamsters is the highway program. The motor transport industry along with others whose welfare depends on good roads has been making strong representations to the Government in behalf of sufficient materials to keep our highways in decent shape to bear the greatly increased burdens caused by national defense.

Mobilizer Wilson said in his latest report that the nation's highways had a greater burden of freight traffic on them by 20 per cent in the first half of last year than in the same period of the preceding year. Total truck and passenger traffic amounted to an estimated 485 billion vehicle miles for the year. Despite the strong efforts of those interested in good roads, the highway future is anything but right.

The entire highway situation has been in serious need of attention for some years. The delays caused by World War II plus the tremendous increase in traffic have created problems which will take many years to overcome.

The mobilization officials say that "Allocation of structural and plate steel for this (highway) purpose in the first quarter of 1952 had to be reduced substantially below requirements. Even with increased allotments of materials after April 1, it will take years to bring our highways up to the standard required by the volume of traffic."

Big Factor—Spending

The big factor to keep in mind this year is the tremendous impact of Government spending. The nation is getting deliveries of military goods and completing construction at the rate of \$2 billion a month which is triple the rate a year ago. Obligations have gone up to \$63 billion and the President said in his State of the Union message that he is going to ask more funds, particularly for the Air Force. The spending bill in two years will be far over the \$100 billion mark.

But expansion is not in terms of weapons alone. In order to have the weapons, we must have the resources with which to produce them and this means expansion of many industries,

particularly in metalworking, to a great degree. Steel production is undergoing expansion with many large new plants which will bring steel production up to well over 100 million tons yearly. Aluminum, an essential metal in war, especially for aircraft, is being boosted by 150 million pounds annually and electric power resources are being increased.

It should be pointed out that new advances in warfare bring new weapons, new methods, new procedures and new requirements. In the defense trip taken last year it was brought to our attention how new weapons are making older ones obsolete and how the scientists and technicians are making great contributions in all sorts of new devices necessary in modern warfare. Some of these weapons and devices are highly complicated, and of course far more expensive than were their simpler predecessors. This all means that more man-hours are required in manufacture, more materials are necessary—and of course more money and time to turn them out. Add to these factors the increased prices created by inflationary pressures and you soon have a mighty expensive defense program.

In the field of electronics and aircraft the advances are of particular significance. A jet fighter plane of the Air Force or Navy today weighs almost as much as the B-17 bomber

of World War II. In the fighter plane field, we see pronounced changes. The F-86 jet fighter, a first-line plane in Korea, is a vast improvement over the famous Mustang P-51 of World War II. The F-86 has 10,000 horsepower maximum thrust as compared with less than 1500 of the Mustang and weighs nearly 4500 pounds more. The jet has a ceiling of 50,000 feet as compared with the Mustang's less than 37,000 and a speed of nearly 700 miles an hour as compared with the P-51's 440 miles. These few figures indicate the marked improvement in just one type of aircraft.

In bombers the B-47, we were shown by the Air Force, requires nearly 3.5 million engineering man-hours to produce as compared with 85,000 man-hours for the first production model of the old B-17, Boeing bomber. The giant B-36 bomber has 54,000 horsepower as compared with 8,800 for the B-29. Science and technology march on with giant strides in weapons of war and, as progress is made, more money, materials and manhours are required. Modern wars become items of tremendous costs.

Government spending and the defense program add to the normal heavy demands made on our national production machine and create pressures which add to the inflationary situation. The big problem on the home front is, in addition

to meeting the production goals, that of controlling inflation. In this respect Congress has a serious responsibility. In the last session a number of amendments were passed to the Defense Production Act which materially weakened the law and permitted price rises at the expense of the working people. Organized labor spoke its piece last year about these amendments and will speak out again this year. Whether Congress heeds labor is another matter. This being an election year there may be some difference in attitude.

The high cost of living is a home front problem of top priority and unless Congress does something which will help in this matter there will be many new faces when the 83rd Congress meets a year from now.

Organized labor faces certain problems this year which are not bothering other segments of the population. Labor is beset by rules and regulations, by agencies looking over its shoulder and by all manner of restrictions. We have heard so much about the Taft-Hartley Act that it is hardly necessary to mention this odious piece of legislation. We have seen how a labor union can be sued and sued heavily under this act and we have seen the signposts of destruction in some of the trends in the cases being developed under Taft-Hartley.

One of the big jobs for labor in 1952 is to study carefully the records of members of Congress—the House and the Senate—and see how they stand on labor legislation. Unless trade unions are willing to do more than talk, they will never get Taft-Hartley off the books. Labor has to show that it is a potent force in getting its friends into Congress and its enemies out. Labor must get literally fighting mad and unless it does, it will have to endure Taft-Hartley and maybe legislation that is even worse in a few years ahead.

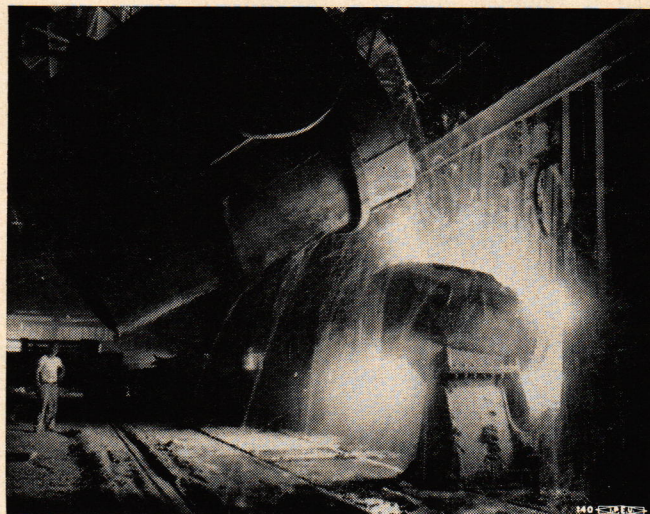
Labor has prided itself on advancements through the orderly processes of collective bargaining. But this process is being undermined and destroyed by current developments. Collective bargaining is being restricted by Government regulation and we have seen how the intrusion of the Wage Stabilization Board is literally taking the place of the collective bargaining process.

The loss of collective bargaining power is a serious thing, but it is being lost in the step by step intrusion of the Wage Stabilization Board. Let us hope that this trend is only temporary—very temporary.

These many problems facing the country and labor pose real questions of what should be labor's position in the critical months ahead. What should labor do? How should labor act?



Output of planes has lagged thus far, but will gain momentum in 1952. Fighters like one above will roll from assembly lines.



Heart of the materials problem is steel. Overhead crane above pours molten iron into furnace for final processing into steel.

In the first place, labor has always supported the Government as patriotic citizens should. This does not mean supporting any particular political party or political doctrine; it means supporting the common effort for the welfare of all. Nor does it mean that labor is going to forfeit its right to speak its piece about the way things are going, how the country is being run and how labor is being affected. Labor should and must speak out boldly and frankly at all times. Plain speaking in behalf of the millions of organized workers is not disloyalty—it is an imperative necessity and a solemn obligation of labor leadership.

Organized labor is on record in the matter of loyalty and patriotism. The American Federation of Labor has led the fight against subversive activities. We have no room for the extreme right of reactionism or the extreme left of Communism. The nation can count on the loyalty and the good judgment of labor to help maintain our democratic methods and way of governing.

Labor must also make this a great year for political action—*political* not partisan action. There are good men in both parties and evil and unfriendly men as well. Labor must weigh well the candidacies for public office at every level beginning in the local precinct and extending up to the highest office in the land. Labor has a two-fold job this year: One is political education on the issues and the facts of political life and the other is political action in terms of registration and voting.

Labor must make 1952 a great year of achievement—achievement of the many goals of the defense program of the nation, a year of achievement in behalf of the working people of the nation. And the achievement should be translated in terms which will be of both immediate and long-term benefits for all of us. And for all of us there is a job and a challenge—a challenge which will test the best that is in us in this critical year.

Ransomed Flier Son of Teamster

Father of Sergeant James A. Elam, One of Four American Airmen Seized by Communist, Member of Arkansas Local



Teamster King Leo Elam, his wife and young son display a picture of Sgt. James A. Elam, one of four U. S. airmen interned by Hungary and held for ransom. "Thank the Lord," said Mrs. Elam when told that her radioman son had been released by the Communist government.

ONE of the four American airmen recently "ransomed from Red Hungary after they were forced down while on a flight to Yugoslavia is the son of an Arkansas Teamster.

The father of Sgt. James A. Elam, radioman on the ill-fated plane, is King Leo Elam, of Kingsland, Ark., a member of Local No. 878, Little Rock. He is a truck driver at the Shumaker Naval Ammunition Depot, near Camden, Ark.

Brother Elam and his family spent many anxious days when it was learned that their son's plane had disappeared while on a flight from Erding, Germany, to Belgrade, Yugoslavia. It was more than two weeks before they and the nation learned from official Hungarian and Russian sources that the fliers had landed their plane safely and were interned in a Hungarian jail. The

Elam family sat by the radio and telephone almost night and day awaiting word of the fliers. Brother Elam said the family had received many letters expressing sympathy.

Mrs. Elam's father, J. L. Harris of Kingsland, called Congressman W. F. Norrell of Monticello, asking his help. Earlier the family had contacted Senator John L. McClellan. Both legislators promised aid and urged the State Department to take action.

The four fliers were tried before a Hungarian military court December 23 and convicted on a charge of violating the Hungarian border. They were fined \$30,000 each and told they would be imprisoned 90 days if the fines were not paid.

They were freed, after the U. S. government paid their fines, which were regarded in the west as ransom.

Trucks Meeting Defense Needs

DEFENSE mobilization needs in a sharply expanding economy are emphasizing the importance of motor transport to the United States. Defense requirements in manufacturing and distribution are demonstrating both the versatility and usefulness of trucks in every sector of the United States.

New records in volume are being made and 1951 was a banner year for trucking. As the defense programs expand and arms spending reaches new peacetime highs in 1952, it is expected that the full facilities of the industry will be taxed to provide freight service.

Last year's volume indicates the stature to which the motor freight industry has grown in the transportation economy of the country. Research reports on the industry indicate that motor transport handled 137 billion intercity ton-miles of freight service, topping the previous year by an estimated 11 billion ton-miles. To put it another way last year the industry increased its tonnage handled by 15 per cent over

Volume of Goods Carried by Motor Transport Hitting New Peaks; An Estimated 5,500,000

Persons Depend on Trucking Industry for Living

1950 which in turn had been 25 per cent above that of 1949.

To handle this tremendous volume some 8,700,000 trucks were required marking an addition of some 600,000 units over the number used in 1950.

One of the factors of motor transport often overlooked is the substantial volume which is required in terms of money invested and this in turn represents man-hours of employment in the many phases of the industry. Estimates say that \$3,300,000,000 in new trucks, tractors and trailers was invested. This industry is one of the nation's leading employers. In the many discussions of railroads versus trucking, few people, not familiar with the facts, realize that the trucking industry far exceeds the railroad industry in employment. Trucking is second

only to farming as an employer of workers. It is estimated that 5,500,000 persons make their living from trucking and the trucking industry in its many phases. Roughly speaking, one of every 11 persons in the U. S. makes his living from the trucking industry in some phase.

The motor transport industry has not achieved its place of transportation preeminence without a long struggle which at times has been bitter with no quarter shown by competing forms of transportation.

The growth of trucking has shown a rapidly ascending curve beginning nearly 50 years ago. In 1904 700 units were produced—a far cry from the 8,700,000 trucks now serving practically every phase of American life.






From a small and insignificant “helper” in transportation the industry has grown to a point at which it is estimated that 75 per cent of the freight hauled in the United States goes by truck. Some studies say two-thirds of all freight move all or part way by truck, but the fact remains that trucking is carrying a major share of America's cargo all or part way from point to point.

Trucking has proved especially useful in certain industries. Automotive studies indicate that more than 90 per cent of the nation's grains, milk, cotton, poultry, eggs and tobacco are moved directly by truck.

In the retail business are nearly 600,000 trucks for handling food, wearing apparel, furniture, appliances, drugs, hardware, auto accessories, etc.

Food processors—which covers a wide field of distribution—are said to be the most extensive users of

TRUCKS HAUL 75% OF ALL FREIGHT

| | | Tons Hauled | | Ton-Miles | |
|-----------|-------------------------------------------------------------------------------------|-------------|----|-----------|----|
| | | Billions | % | Billions | % |
| Trucks |  | 8.3 | 75 | 122 | 11 |
| Railroads |  | 1.5 | 14 | 569 | 49 |
| Pipelines |  | .7 | 6 | 110 | 9 |
| Waterways |  | .6 | 5 | 345 | 31 |
| Airways |  | * | * | * | * |

* 315,000 tons, 200 million ton-miles.

trucks. A total of 4,000 fleets were engaged in food hauling as of 1950.

Changes are taking place in the charges made and the proportion paid for hauling as shown by trucking research studies. Hauling charges for milk 30 years ago represented 16 per cent of the cost of the product while the most recent figure (for 1950) indicates that the ratio is only 6 per cent. Another important change taking place is in the character of the loads. Steel hauling, for example, is climbing. In 1945 little more than one-fifth of steel shipments were handled by motor truck while the figures for 1949 show that 52 per cent went by truck.

Figures from the Automobile Manufacturers Association show that California led all states in number of trucks with 3,762 while Pennsylvania was second with 1,945. California also topped the nation in the number of truck-trailers.

Trucking is doing a two-fold job in the defense mobilization period.

omy estimates indicate that 360,000 trucks are operated by industrial establishments making everything from tractors to safety pins. Hundreds of thousands, no one knows how many, are used in the building trades to haul materials and building supplies for construction of everything from prefabs (?) to giant defense plants.

Public services use many trucks—municipal, state and Federal agencies. This type of use requires some 365,000 publicly owned vehicles necessary to carry the mail, fight fires, and provide other public services of many varieties.

The wholesale trade uses 425,000 trucks and laundries another 70,000 vehicles. A key phase of the economy in which hundreds of thousands of Teamsters are members is in the retail trade—delivery of milk, coal, oil, and the multitude of household commodities. This work uses 625,000 trucks.

Trucks ranging in size from light

threatening the trucking industry. Will the motor truck industry get sufficient steel, copper, and aluminum to meet its requirements in an era in which expansion is the order of the day?

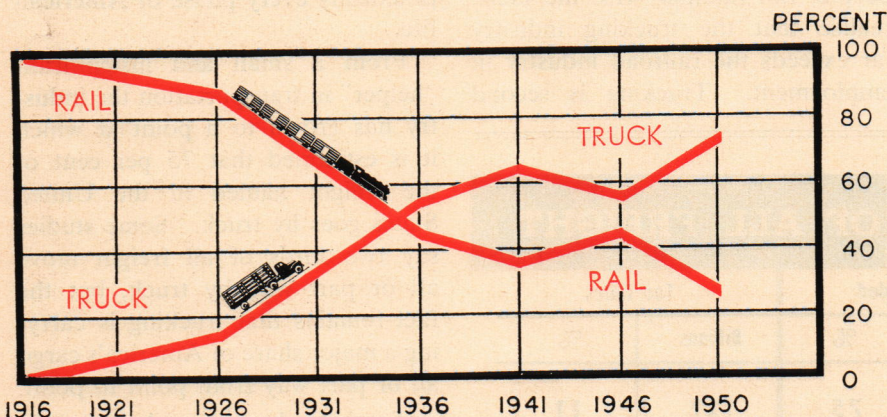
Organized labor has joined the industry in making representations for proper consideration before Government agencies for the necessary materials. Labor has a stake in the welfare of the industry, for if the industry prospers, labor will advance. If the industry suffers, labor will suffer.

Other problems, although by no means new, are damaging the progress of trucking. Of primary importance is the condition of American highways. Engineers and other roads experts have long advocated drastic improvements in the American highway system. Congestion is strangling the cities and threatening cross-country pleasure and commercial travel. Speeds of all automobiles have been increased and the number of cars of all types on the highways has grown enormously in the last three decades.

Roads are too narrow, too hilly, and too curving for the tens of millions of automobiles and trucks travelling the highways. Not only is transport impeded but life and property are endangered constantly by the inadequate and obsolete highway system. The inadequacy of the roads has led to a trend toward building so-called super-highways on a toll turnpike basis. But the toll roads movement has encountered sharp opposition from many quarters as an effort to do a job in part making the motorist pay directly what he has already paid for indirectly through taxation.

Despite these many problems the industry continues to provide exceptional services for exceptional needs and those concerned with the industry—labor and industry alike—will continue to fight for a decent break for trucking before every forum in the land, including the courts as well as the state and national legislative bodies.

Percent Livestock Receipts by Truck Continue Gains



SOURCE: Department of Agriculture, at 66 major markets.

It is providing the necessary transport service to keep the civilian economy functioning properly and in high gear and it is providing the many services required by the contractors, subcontractors and suppliers for defense manufacturing and distribution.

While the figures change due to increase in number of units being used in various phases of the econ-

dump trucks to some of the heaviest rigs made are used in the mining and extractive industries—mining, petroleum, lumbering, rock quarrying.

The importance of motor transport is being jeopardized by certain basic developments, some of recent origin and others of long-term in the making. Of immediate concern are the many demands of metals which is

Solution to ? PARKING PROBLEM

An unusual parking lot has gone into operation in the nation's capital.

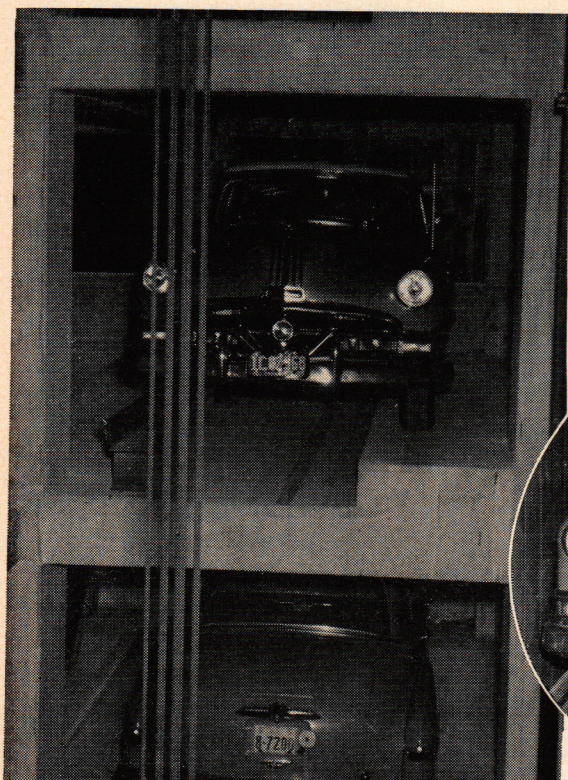
"The Park-O-Mat," a 16-story concrete structure located on K Street, a short distance from the Statler Hotel, stores 68 cars with the services of only a single attendant.

The "Park-O-Mat" operates very simply. The customer drives his car onto the runway, grooved to fit any size tire, stops the motor, leaves the car out of gear and brakes off, and gets a claim ticket from the attendant. A control panel in front of the operator enables him to select the floor and space where the automobile is to be stored. Merely pressing a button opens the elevator doors, sends a little dolly out under the automobile, raises two arms against the front and rear bumpers, and pulls the automobile into the

elevator. The doors close, the elevator zooms up to the designed space at 250-feet per minute, the dolly pushes the car into the unoccupied space, then returns to its proper position. The elevator then drops back to the first floor to await the next customer. The entire operation takes about a minute and a half.

The heart of the operation is the "Sinclair positioner," the patented hydraulic dolly with two arms that rise, slide into place and lock the auto in their bumper-to-bumper grip. It is named after Richard L. Sinclair, of San Diego, the inventor who received his idea for the device while watching his wife being fitted for a pair of shoes with a fitting stick.

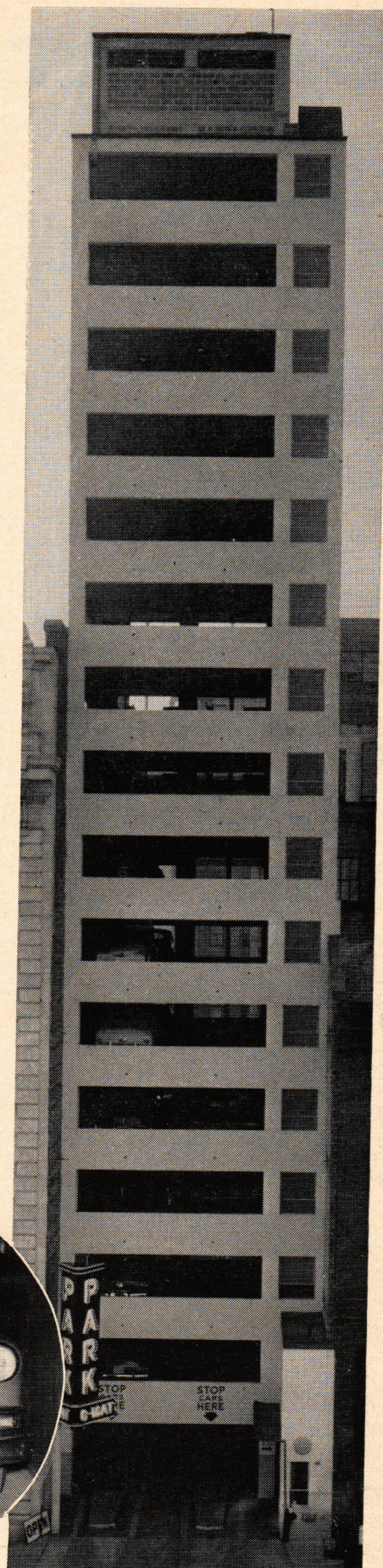
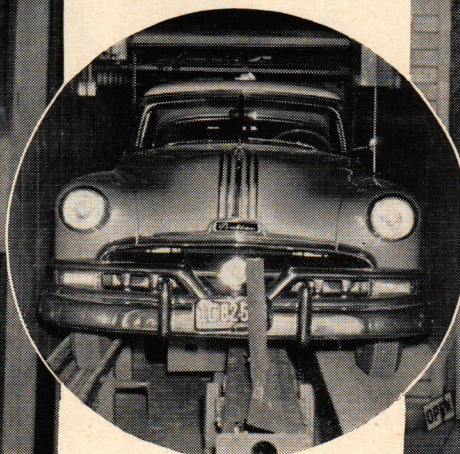
The estimated cost of the Washington structure is \$200,000. The builder is Arthur J. Dezendorf.



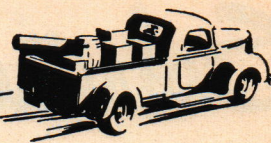
Right: The "Park-O-Mat" in downtown Washington is operated by single attendant.

Left: Car in one of stalls. Elevator cables are shown.

Below: The patented positioner, which pulls car to elevator and deposits it in stall.



SHORT HAULS



Chicago Teamsters Are Fire Heroes

Six Chicago truck drivers, four of whom were members of Teamster locals, were heroes of a recent fire in the Windy City.

They had just finished lunch in a restaurant when they saw smoke coming from a nearby building. Sprinting into the building, they rescued 15 children, all under three-years-old, and roused out the tenants. They also attempted to catch a woman who leaped from a second-floor window, but missed her when she dived head first.

After saving the infants, they had noticed Mrs. Catherine Turner, 20, in the window. When the fire broke out, she had taken her own baby downstairs and left it in a store. Then she returned to her flat to recover possessions. Trapped, she plunged to the street, landing in a snow bank. She was taken to the county hospital where she was said to have a possible skull fracture.

The four teamsters were Anthony Gervaise of 830 S. Hermitage St., Local No. 705; Paul Klimek, 5954 S. Troy St., Local No. 705; F. DeGrazio, 343 S. Trumbull, Local No. 726; and Ralph Ragucci, 1503 W. Grenshaw, Local No. 705. The other two truck drivers were Sam Paul of 5138 S. Damen and Anthony Galabrese of 4624 W. Monroe.

Gervaise said later: "We think we could have caught the woman, if she had jumped feet first. But she came straight down; head first."

About 30 tenants of the building were routed by the fire.

Illinois May Have Big Year in Roadbuilding

Illinois, a pioneer state in the good roads movement, will have a banner year in 1952, if materials are available, a report from Charles P. Casey,

state director of public works indicates.

The highway construction and rehabilitation program will exceed \$115 million and will exceed the estimated highway revenue, forecasts the public works official. Some of the projects undertaken this year will not be completed within the 12 months period. Casey indicated that between \$95 million and \$100 million in combined state and federal funds would be involved in the contract lettings.

Illinois was one of the first of the major states to inaugurate a "hard roads" program during the great expansion of automobile use and motor transport in the 20's.

International Pacts to Be Proposed by ILO

Proposed international labor conventions designed to cover millions of workers are under revision by the World Health Organization and the International Labor Organization.

The ILO requested the health agency to provide expert medical

advice in the preparation of the two conventions concerning minimum and advanced standards of social security. These conventions will be considered at the 1952 meeting of the ILO general conference.

The recommendations of the WHO experts underline the importance of preventive measures to reduce the need for medical care. The five experts making the recommendations were from Belgium, Great Britain, France, the Netherlands and the U. S. A. The American expert was Dr. H. E. Sigerist of Yale University.

Labor Law Violators Face U. S. Prosecution

More than 20,000 workers got nicked for nearly \$1.5 million in various labor law violations by employers in New York and New Jersey according to a recent Department of Labor report.

What is described as "wholesale chiselling" by employers which includes violations of the minimum wage, overtime and child labor laws

Local Donates 1,000 Pints of Blood



The blood donor drive in St. Louis was given a big boost by the officers and members of Teamster Local No. 618 (Automotive, Petroleum & Allied Industries Employees). The local in a special drive donated 1,000 pints of blood through the Red Cross regional center. The local's campaign was part of the union's participation in the national blood campaign sponsored jointly by the Department of Defense and the American Red Cross. Some employers in St. Louis have cooperated by releasing workers in order that they might go to the blood donor center to aid in the drive.

Connecticut Teamsters Awarded for Safety Records



The insurance carrier for the Electric Boat Company of Groton, Conn., recently awarded gold lapel pins to all of the plant's drivers in recognition for their excellent accident-free safety records. The men are members of General Teamsters Local No. 493, which has headquarters in New London, Conn. Above: Edward W. Rice, Secretary-Treasurer of Local No. 493, congratulates Howard Doyle, a driver with a record of 24 years without an accident. Other members shown and their records include, left to right, Raymond Fogg, 17 years; Tulio P. Cini, 16 years; Arthur Eldredge, 12 years; Joseph Glidden, 11 years; Andrew Avery, 11 years; and Laurence Vera, 9 years.

was largely responsible. The report covered inspection of 6,537 firms with violations reported among 3,640.

The report indicated that many of the violators attempt to maintain low labor standards through hiring trainees, minors, handicapped workers and foreign-born at sub-standard rates of pay. The report said that investigators found \$1,429,446 in back pay due to 21,119 workers. More than 200 cases have been turned over to the appropriate authorities for civil action and 110 for criminal action.

Tobin Editorial Draws Press Group Praise

General President Daniel J. Tobin's plea for labor unity has drawn warm praise from many sources, with one of the warmest tributes coming from a labor editorial association.

The Eastern Labor Press Conference, an organization of AFL and other bona fide labor editors, publishers and writers, called the Tobin

statement "very timely and statesmanlike appeal for real action to bring about labor unity."

The editors in their statement quoted from Mr. Tobin's editorial which appeared in the December issue of THE INTERNATIONAL TEAMSTER. The conference from time to time seeks to bring to attention of the labor press generally outstanding developments in the field of labor affecting the welfare of trade unions.

War Developed Device May Aid in Fruit Crops

A war-developed device may prove helpful to the fruit-growing areas of the country. A new type of portable smoke generator developed by the Army Chemical Corps now being used in Korea is being tested by the U. S. Department of Agriculture for possible use in protecting crops from frost.

The device is a 180-pound machine which can be handled by two men and lays a protective layer of fog over an area five miles long and 200 yards wide. The tests were

started last year after a number of similar machines loaned by the Army Chemical Corps depot at Dugway Proving Ground, Utah, were used successfully as smudge pots to save a multi-million dollar fruit crop during a frigid spell.

AFL Opposes Admission Of Yugoslavia to ICFTU

The American Federation of Labor is opposing admission of Yugoslavia to the International Confederation of Free Trade Unions. Efforts are being made, it is reported by some European labor leaders to bring Yugoslavia into the ICFTU.

AFL officials say that Yugoslavian unions are "state-controlled organizations like those in Russia, Spain and other totalitarian countries. The Federation made it clear, however, that it does not object to the extension of foreign aid to Yugoslavia as long as the resistance of the Tito dominated government "makes a contribution to the cause of peaceful relations among nations" through its resistance to Russian aggression.

Registration Dates and Requirements*

(Note: Voting requirements vary widely in the various states. In many states, failure to vote in 1950 disqualifies a person from voting in this year's election. The following information strives merely to list the closing dates for qualifying as voters. Many persons already are qualified to vote and registration will not be necessary; many others are not qualified. IF THERE IS ANY QUESTION IN YOUR MIND ABOUT YOUR VOTING STATUS, CHECK YOUR LOCAL ELECTION AUTHORITY!)

| | <i>Registration</i> | <i>Residence Requirements</i> |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| Alabama | Register before County Board of Registrar, if address is new, on 1st or 3rd Monday of month. | Live in state two years, county one year and precinct 3 months. |
| Arkansas | Registration unnecessary. Poll tax is evidence of right to vote. | In state one year, county 6 months, precinct 30 days. |
| California | Register for primary up to April 11, for general election up to September 12. | In state one year, county 90 days, precinct 54 days. |
| Colorado | Register for primary through August 23, for election through October 18. | In state one year, county 90 days, city 30 days, precinct 15 days. |
| Connecticut | Statewide registration on Saturday of 3rd and 4th weeks before election. | In state one year, town 6 months. |
| Delaware | Register in person before district registrars. 1952 registration dates have not been set. | In state one year, county 3 months, precinct 30 days. |
| Florida | If county calls for re-registration, can be made on at least one day of each week. | In state one year, county 6 months. |
| Georgia | All must register before May 3. Will be permanent if elector once every two years. | In state one year, county 6 months. Voting age is 18 in Georgia. |
| Idaho | Register in person for primary between March 3 and August 9. For general election from August 16 to November 1. | In state 6 months, county 30 days. |
| Illinois | Register for primary through March 10, for election April 11 through October 8. | In state one year, county 90 days, precinct 30 days. |
| Indiana | Register anytime until 29th day before election. Register for primary through April 5, election from May 17 through October 4. | In state 6 months, township 60 days, precinct 30 days. |
| Iowa | Re-registration required, except in Des Moines. Register up to and including 10th day before election. | In state 6 months, county 60 days, precinct 10 days. |
| Kansas | Re-registration required in Kansas City, Topeka, Wichita. For primary through July 15; for election through October 14. | In state 6 months, township 30 days. |
| Kentucky | Register for primary through June 3; for election August 13 through September 5. | In state one year, county 6 months, precinct 60 days. |
| Louisiana | Register for July 29 primary through June 28; for election through October 4. | In state 2 years, parish one year, precinct 3 months. |
| Maine | All males paying \$3 annual poll tax automatically registered. Registration date vary by cities. | In state 6 months, town 3 months. |
| Maryland | In Baltimore City, register anytime except 30 days before primary, 45 days before election. In Anne Arundel, Howard, Montgomery, Prince Georges and Washington counties, anytime except 30 days before election. | In state one year, county 6 months. |
| Massachusetts | Registration closed from 32nd day preceding election. Ask town clerk for local dates. | In state one year, city or town 6 months. |
| Minnesota | Anytime except 20 days before election. | In state 6 months, election district 30 days. |
| Michigan | Register for September 9 primary through August 10; for election through October 14. | In state 6 months, city or township 20 days. |
| Mississippi | Register for primary before April 26, for election before July 4. | In state 2 years, town or city one year. |
| Missouri | Dates vary by cities and counties. Check county clerk. Must register for election before October 11. | In state one year, county and precinct 60 days. |

Registration

Residence Requirements

| | | |
|----------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Montana | Registration cancelled if failed to vote in 1950. Register for primary through May 30, for election through September 19. | In state one year, county and precinct 30 days. |
| Nebraska | Register anytime except 10 days before election. | In state 6 months, county 40 days, precinct 10 days. |
| Nevada | Register for primary through August 2; for election through October 4. | In state 6 months, county 30 days, precinct 10 days. |
| New Hampshire | Dates vary but usually time limit is within 10 days before election. | In state 6 months, precinct 6 months. |
| New Jersey | Register for primary through March 5; for election through September 24. | In state one year, county 5 months, precinct 30 days. |
| New Mexico | Register for primary through April 5; for election May 12 through October 4. | In state one year, county 90 days, precinct 30 days. |
| New York | Dates to be set by legislature. | In state one year, county, city or village 4 months, election district 30 days. |
| North Carolina | Precinct registration for primary May 3, May 10, May 17; for election October 11, October 18, October 25. | In state one year, county and precinct 4 months. |
| North Dakota | None for state wide election. New voters add names to poll list in precinct when voting. | In state one year, county 90 days, precinct 30 days. |
| Ohio | No registration in towns under 16,000. Others register for primary through March 26; election from May 16 through September 24. | In state one year, county 40 days, precinct 40 days. |
| Oklahoma | Register for primary June 2 to June 21. Register for election October 6 to October 25. | In state one year, county 6 months, precinct 30 days. |
| Oregon | Register for primary through April 15; for election through October 24. | In state 6 months, precinct 30 days. |
| Pennsylvania | Register for primary through March 1; for election April 28 through September 13. | In state one year, county 2 months, precinct 2 months. |
| Rhode Island | General assembly to set up registration machinery. | In state two years, city 6 months; or, if tax on real property, in state one year, city 6 months. |
| South Carolina | Registration closed for primary after June 7; closed for election after October 4. | In state two years, county one year, precinct 4 months. |
| South Dakota | Register for primary through May 17; for election October 1 through October 28. | In state one year, county 90 days, precinct 30 days. |
| Tennessee | Registration made anytime, but must be in effect 20 days before election. | In state one year, county 6 months. |
| Texas | Poll tax receipt is evidence of right to vote. | In state one year, county 6 months. |
| Utah | Registration for primary August 5, 19, 26. Registration for election October 7, 14, 28, 29. | In state one year, county 4 months, precinct 60 days. |
| Vermont | If name is not on check list, must appear before civil authority board at time fixed by town clerk. | In state one year, county 3 months, precinct 3 months. |
| Virginia | Registration for primary closed July 5; registration for election closed October 4. | In state one year, county 6 months, precinct 30 days. |
| Washington | Register for primary through August 9; for election through October 4. | In state one year, county 90 days, precinct 30 days. |
| West Virginia | Dates vary locally, but closed statewide during 30-day period before election. | In state one year, county 60 days, precinct 60 days. |
| Wisconsin | Register for primary through August 27; for election through October 22. | In state one year, precinct 10 days. |
| Wyoming | Registration for primary closes August 2; for election October 18. | In state one year, county 60 days, precinct 10 days. |

* **POLL TAX REQUIREMENTS**—In some states, a poll tax must be paid to qualify as a voter. **Alabama**—\$1.50 a year must be paid to tax collector of county before February 1. **Arkansas**—\$1 must have been paid by October 1, 1951, and another \$1 must be paid before October 1, 1952. **Mississippi**—Annual \$2 tax must be paid to sheriff by February 1. Tax is cumulative for two years preceding election. **Texas**—Voters must pay \$1.75 tax by January 31 to vote in primary and general election. Payments to county tax collector. **Virginia**—Annual tax of \$1.50 must be paid by May 4. Tax cumulative with interest for three years.



WELL girls, the holiday season is well over, we've caught up with Christmas bills *we hope*, spring is still weeks away—and so—if we're not careful, we'll be having a case of mid winter doldrums. You don't have to you know. February's a real holiday month and Lincoln's Birthday, Valentine Day and George Washington's Birthday are all naturals for a party if you're in the mood, or for just a special festive dinner for the family if your inclinations or budget say, don't let's have a party just now.

Well, whether you have company or whether you don't, how about a special dessert on those three special days. For Lincoln's Birthday, you might make a very thin sheet cake, spread with icing, sprinkle with chopped nuts, (raisins and other chopped fruits if you like) then roll, jelly roll style, and ice all over with chocolate frosting—result—a log in honor of the old "rail splitter" himself.

Valentine Day suggests many festive desserts—ice cream or jello in heart molds are attractive and served with heart-shaped cookies, would please the children very much.

Then for G. W.'s B. nothing could be finer than your best cherry pie or cherry cobbler.

About Fatigue

How about it? Does your everyday work get you down? Do you feel extra tired at the end of your normal day and wonder whether you need vitamins or a good dose of sulphur and molasses like Granny used to prescribe? Well ladies, I read a report just last week that was certainly a revelation to me. Some doctors made a complete study on the causes of fatigue and they claim that sometimes fatigue is caused not by having *too much to do* but *too little*. Let us explain. They say we get overly tired sometimes because we're bored with doing the same old tasks day after day and that we wouldn't get so tired if we had a diversion (even if it's work—just so it's a different kind of work). For example, a busy housewife who used to be exhausted at the end of her regular day of house-keeping chores, took a job helping in a gift shop two nights a week. She enjoyed meeting the people in the shop and handling the attractive merchandise and,

believe it or not, in spite of tacking three hours onto her regular schedule on Tuesday and Thursday, by her own admission she wasn't as tired these two days as she was on Monday, Wednesday and Friday. You see, she wasn't bored. Moral—No, you don't have to go out and get a job, but get a hobby, join a club, take a course, learn to do something. Have a couple of interests outside of your regular household duties.

How's Your Artistic Ability

Along these lines, how's your artistic ability? You don't have any, you say? Well, that's what Alma Price thought, too. But recently she has been buying small trays, pie plates and tin dippers in the five and dime, painting and decorating them "Peter Hunt" style (got the how-to-do-it-book from her local paint dealer). The small trays she uses to serve cocktails and sandwiches on, when she has a party—one to a customer—and the pie plates make darling hang-up decorations in the kitchen, as do the painted dippers, when she hangs them up and fills them with ivy or philadendron.

Incidentally, Alma has solved all her gift problems, too, as her friends clamor for samples of her clever handiwork.

Way to a Man's Heart, Etc.

You know the old advice grandma always gave us about the "way to a man's heart is through his stomach"? Well, I've been making an informal survey among some of the men I know, and it seems one of the things about their wives' cooking that is most endearing is the ability to make home-made bread, hot, luscious rolls or crispy loaves. So for those of us who aren't so adept at it, here's a good, easy recipe that doesn't have to be kneaded, can be made up in spare moments and slipped into the refrigerator or deep freeze. Incidentally, this basic recipe lends itself well to making into nut bread, sweet rolls, tea ring or raised doughnuts.

Basic Bread Dough

3 tbsps. shortening
2 tbsps. sugar
1½ tps. salt
½ cup scalded milk, cooled
1 pkg. dry or compressed yeast

½ cup lukewarm water
1 egg
3 to 3¼ cups sifted all-purpose flour

Combine first three ingredients with milk and cool to lukewarm. Add yeast that has been dissolved in ½ cup lukewarm water. Blend in the egg, then add sifted flour and mix until well blended. Cover and let stand for 15 minutes.

(You may chill this dough or not, as you please. If dough is to be kept until later, grease top lightly, cover and store in refrigerator for at least two hours, but not over two days. Punch down as necessary.)

Husband's Hearty Favorite

And while we're on the subject of recipes, believe it or not, we had a recipe suggestion for our page from a Teamster in Decatur, Ill., whose wife is a regular reader of our page. He says his very favorite dish when he comes home cold and tired from a long run is baked pork chops and sauerkraut. Here's how:

Baked Kraut and Chops

Brown one or two pork chops in a frying pan for each person to be served. When well browned on both sides, remove from skillet. Grease a casserole dish and place in it half of a large-sized can of sauerkraut. Put browned pork chops on top. Add remaining kraut and bake until chops are tender.

An Eye for Beauty

A lady in Baltimore, Md., writes us that she'd like to use mascara on her eyes as she thinks it attractive, but she never can seem to get it on evenly—it always looks smudged. Well, here's a little trick many girls find effective: Apply the mascara to the tips of your lashes as they are being held in an eyelash curler. This helps you to apply the mascara smoothly by spreading the lashes and preventing that made-up look that occurs when too much "gook" sticks the lashes together in heavy spikes. To make your lashes curl more beautifully and "stay put," release the grip on your curler and move to a new position two or three times. Squeeze tightly in each new position.

Slacks Are Back

We understand slacks are due for a new era of popularity this coming spring and summer and that toreador trousers, pedal pushers, jeans and hostess pajamas are going to be widely featured also. Take a tip, gals. If you want to keep up with the fashions, better look to your hips today. Too wide? Cut out the sweets and starches and start exercising! Resolve to either look well in slacks or not wear them. A fat woman in slacks is an abomination of nature!

Time's running out. Don't forget to send in your favorite recipes, household hints and suggestions. See you next month!

Economy Featured in Corrosion Preventative

Recently marketed is a new chemical product which, because of its high degree of volatility, goes a long way and protects metal from corrosion. For example, one tablespoon of the substance will protect a 4,500-gal. tank of a tank trailer. Vapors are given off by the chemical which carry to all surfaces of the metal, where they condense to provide a thin protective layer. It is equally effective in protecting steel parts during storage, its chief advantage being that it prevents rust even in the presence of air and water.

Pendulum Magnetic Brake Testing Device

Manufactured by a New York City firm is a new brake tester which does not employ springs or wires. Utilizing the pendulum magnetic field principle, the device can be attached temporarily to any convenient part of the vehicle. Measuring in percentage of efficiency and a scale of distance to stop from any speed upwards to 20 mph, its readings, which take one second, can be made even after the vehicle is stopped.

Oil and Water Removed by Filter

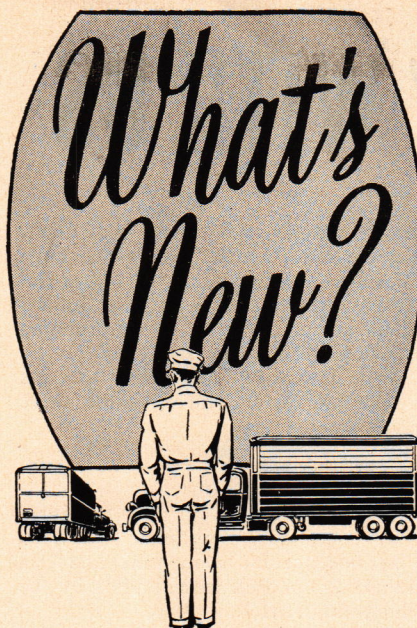
A new approach to the removal of water and oil from air lines is offered by a condensing filter recently placed on the market by a Cleveland firm. The steel outer shell of the filter encloses a steel cartridge which is loosely packed in fiberglass. When the air enters the inlet opening it passes down between this inner and outer shell. The moisture in the air is caused to condensate by the expansion of the air and the extensive cooling surface. This moisture falls to the bottom of the outer shell where it is discharged through the drain valve. The fiberglass of the inner cartridge through which the air now passes baffles out any remaining moisture.

Clear, Plastic-type Liquid Chrome Spray

A clear, plastic-type chrome spray in liquid form is now available in a self-spray, push-button aerosol can. When sprayed lightly on new chrome trim or on trim that has been cleaned with a rust remover it is said to seal out moisture and salt, keeping chrome bright for several months.

Splash Guards Feature Louvered Design

Somewhat similar to closed Venetian blinds are the overlapping sections of a new splash guard. This louvered design provides a block against all matter thrown



up by the tires while permitting air to pass through. The guards, which are installed by means of two metal clamps, are held in place by two double-thick, weather-resistant fabric straps. They are covered with a heavy layer of insulating undercoating.

New Heavy-duty Front Axle Assembly

The design and production of a new front axle assembly has been announced which features a turning radius up to 45 degrees, depending upon the track width and spring location. Having capacities ranging from 10,000 lbs. to 12,000 lbs., these assemblies are recommended for air compressors, pumps, tar kettles, heavy-duty generators, concrete mixers, military field units and other mobile equipment.

Snow Plow Features Economy and Safety

A new snow plow lift is now available, the manufacturers of which claim, permits the driver of the plow to operate without the aid of a helper, without drain on the vehicle's battery and without unsafe diversion from his driving. The unit features a hydraulic pump which operates from the engine fan belt thereby eliminating drain on the electrical system. The pump is controlled by a push-button arrangement mounted on the dash and is equipped with a clutch which permits it to run only when power is needed.

Fluorescent Powder For Leak Detection

A new leak detector now being marketed utilizes the phenomenon of fluorescence under ultra-violet light. A small quantity of fluorescent powder is mixed

with the water in testing an engine block or radiator. Since the resultant solution as it circulates throughout the cooling system will seep through even the smallest cracks and crevices an ultra-violet light beam will pick up these danger points when passed over the area, thereby locating the leak.

Versatile Hole Saw For Portable Drills

A new high speed hole saw is so designed so as to follow through the hole it cuts, since the body is slightly smaller than its cutting diameter. This hole saw makes it possible to cut readily through two or more walls or partitions, both sides of a large pipe, or to any desired depth in stacked material. The saw is used with portable power drills.

Fully Automatic, Detachable Connector

A fully automatic, detachable and interchangeable new air connector is self-locking and prevents any loss of air while detached. When coupled with the hose and tool, the air passage opens automatically and closes when the connector is uncoupled. The device also features a ball-type latch which eliminates the need for tools in making the connection.

Multiple Uses for Remote Control Unit

Having a number of uses for both trucks and buses is a new remote control arrangement currently being marketed. Consisting of a single entry control box, conduit, cable and a telescopic unit, the device is operated through a twist on the control box lever actuating the cable. This in turn actuates the control arm of the object on which it is being used.

Any accessory which requires actuation by a cable can be operated by this remote control system including a throttle, fuel selector valve, hydraulic valve, cargo heater, parking brake valve, fire-extinguisher, shut-off valve, auxiliary power unit, transmission shift, torque converter, or power take-off.

Lathe Features Eight Feeds, Three Speeds

Eight feeds, including the patented microfeed of .0025 in., are available on a new brake drum lathe recently introduced. A grinding attachment is also available though the feeds produce finishes that rarely require additional grinding, says the manufacturer. The model is powered with a three speed ½ hp motor, has a cutting depth of 7½ in. and can handle drums of 24 in. diameter. The lathe can be converted to use as a reamer drive, hone drive or bench grinder with the application of optional accessories.

Relax WITH US

Go A-Weigh!

A very stout man was walking on the promenade at Atlantic City when he saw a weighing machine with the notice: "I speak your weight."

He put a penny in the slot and stood on the platform. A voice answered: "One at a time, please!"

★

Not Out of Luck

A charitable woman noticed a down-and-out man standing near her home. One morning she took compassion on him, pressed a dollar into his hand, and whispered, "Never despair."

Next time she saw him he stopped her and handed her nine dollars.

"What does this mean?" she asked.

"It means, ma'am," said the man, "that 'Never Despair' won at 8 to 1."

★

James' Job Over

The despondent old gentleman emerged from his club and climbed into his luxurious limousine.

"Where to?" asked the driver respectfully.

"Drive off the cliff, James," he announced. "I'm committing suicide."

★

Mumble-Jumble

He mumbled a few words in church—he was married.

He mumbled a few words in his sleep—he was divorced.

★

Worked Up a Lather

A couple of farmers in Iowa were discussing a severe drought. One had some wheat which he had managed to harvest.

"The drought sure has made the wheat crop short this year."

"Short? Say, I had to lather mine to mow it!"

★

Recommendation

Foreman (to applicant with slight physique): Do you think you are fit for really hard labor?

Applicant: Well, some of the best judges in the country have thought so!

★

Armchair Driver

A husband drew up his chair beside his wife's sewing machine.

"Don't you think you're running too

fast?" he asked. "Look out! You'll sew the wrong seam! Mind that corner, now! Slow down, watch your finger. Steady."

"What's the matter with you, John?" said his wife alarmed. "I've been running this machine for years."

"Well, I thought you might like me to help you, since you help me drive the car."

★

Kiss of Death

The conceited young man had been in the hospital for some time and had been extremely well looked after by the pretty young nurse.

"Nurse," said the patient, one morning. "I'm in love with you. I don't want to get well."

"Don't worry," replied the nurse, cheerfully, "you won't. The doctor's in love with me, too, and he saw you kissing me this morning."

★

Game Kid

Club member (to caddie): "Well, how do you like my game?"

Caddie: "I guess it's all right. But I still prefer golf."

★

Water Maid!

The new maid had been instructed to bring her mistress a glass of water every morning. She delivered the drink the

first morning, carrying the glass in her hand. The mistress exploded, "Don't ever do that again. After this put it on a tray." The next morning the maid appeared with a worried look on her face, and asked: "Excuse me, ma'm, but do I give you a spoon with this or do you just lap it up?"

★

Gas Again!

The car stopped suddenly in a dark country lane. "Out of gas," our hero said. The girl friend pulled a flask out of her handbag. "Wow," said he. "What's that? Bourbon?" "No," she retorted, "gasoline."

★

Wide Interests

He: "I want to buy a present for my wife."

Sales Lady: "Can I interest you in something in nylon or net hose?"

He: "Sure, but let's get the present settled first."

★

He Should Be

"Hello," said the neighbor, "back from your shooting? Have any luck?"

"Rather," said Jones proudly. "I got 12 ducks."

His neighbor nodded approvingly. "Were they wild?" he asked.

"I can't say they were, exactly," Jones replied. "But the farmer who owned them certainly was."

★

Another Texas Gag

St. Peter: "Where you from, son?"

Trucker: "Texas."

St. Peter: "Well, come on in; but you ain't gonna like it."

Caustic Comment on Current Affairs

By CLARENCE M. BECK

The following commentary was contained in a letter received by President Tobin from Clarence M. Beck of Salt Lake City, Utah.

No doubt Plato and Chesterfield were men of great literary ability, but I claim Harry is a man of great letters also. Now take that one to the Marines—a remarkable one-point landing and the situation got well out of hand. It was only surpassed, and right on the nose, by the monumental opus to the Washington music critic, who said Margaret couldn't carry the tune. The poor guy ruefully forgot that Harry carries the mail.

That's not like Ike. He knows his political A.B.C.'s all right, but they are letters he does not send. He is plausible, personable, pliable and problematical. He goes into the campaign with a brilliant future, and may come out with a horrible past—but that's the way it goes in politics.

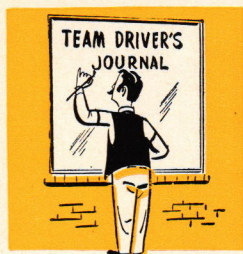
I see where Bob Taft says, to maintain our individual prosperity the people must save, and to insure our great national prosperity Congress must spend. Now that's all cleared up. No wonder the country is prosperous—it is saved every time we have an election, and the poor down-trodden farmers still drive their Cadillacs 40 miles to hear a speech about their awful poverty.

Yes, indeed, ours is a great country. The FBI says crime doesn't pay, but the Treasury Department is suing our more successful criminals for huge back income taxes—maybe they felt patriotic and thought they ought to owe their country something.

FIFTY YEARS AGO IN OUR MAGAZINE

(From *Teamsters' Magazine*, February, 1902)

"The secretary-treasurer was instructed to have the emblem of our organization, also the words 'Team Drivers' Journal' painted on the windows of the office, and to purchase chairs and sundry articles necessary in the office, the whole not to exceed the amount of \$25; he was also instructed to procure a cabinet letter file for filing letters and valuable documents, as the present method of filing communications and documents away was found to be too cumbersome and expensive."



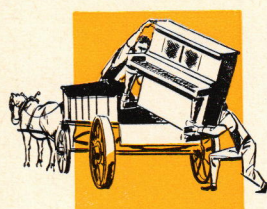
"Brother O'Toole reported that the strike at Lynn had depleted the treasury of Local No. 42, and that the local was in debt for hall rent and several other important items. He recommended that they be given the sum of \$50 to assist in squaring up their indebtedness; this recommendation was concurred in by the (General Executive) Board."

"WORKING MAN IN POLITICS—The question is often asked: What should be a union man's politics and for whom should he vote? A union man first is necessarily a working man and one who is doing what he can to better the condition of his (working) class of people, as evidenced by his identifying himself with a union; then we must consider the union man as an intelligent and progressive working man. That brings us to the subject. A working man should vote; yes, he should vote as often as opportunity affords, and his politics should be the principles on which his union rests. He should not be either a Democrat, Republican or a member of any other political party, but should remain free from all such entangling alliances, that he may vote to the interest of his class. None of our political parties advocate the adoption of laws that will place labor on a parity with capital; hence a man cannot be a strict party man and a good union man. A union man can vote any ticket so long as he votes for men who advocate measures in sympathy with our union principles. A working man cannot be honest with himself who votes for men who are not in sympathy with the movement being made to better the condition of the wage-workers."

"It would, manifestly, be very foolish for a working man to join a union for the purpose of gaining an eight-hour work-day and then vote for and elect a member to the legislature whose vote and influence in that body would be used against such a measure becoming a law."

"It is worse than foolish for several thousand union men to meet in their halls and adopt resolutions warmly advocating a compulsory school law and then go out and elect men to our legislature who would defeat such a bill should it ever be introduced."

"PONTIAC, ILL.—Brother Elmer E. Floyd, secretary-treasurer, Local Union No. 134, reports 31 members in good standing and everything running smoothly. All trucking, coal hauling, piano and furniture moving, and in fact anything that can be moved by horsepower and human hands, can be done by union teamsters in Pontiac. Omnibuses, carriages and cabs, driven by union drivers, can always be found in waiting at all depots for union travelers and their friends when stopping in the city. All trades



are well organized and the outlook for the coming season in all lines of industry is very bright. Every man, woman and child in the city is most respectfully requested to call for the team drivers' official due card when wishing any hauling done."

"UNION AGENT AN ABUSED MAN—The most abused man in the ranks of organized labor is he who tries to better the condition of his fellow workers. It does not matter how sincere he is, or whether he is paid for the time he loses; and it is often the case that the man who does the most work in this line is the least thanked, not to say paid. Employers call him an agitator, and assert that if it were not for him they could hire cheaper help. Employers do not stop to think that the poorest paid people in the land today are the officers of labor organizations. If some of them had to do the work gratis that is performed by good and true union men, they would throw up their hands in holy horror."

"The conservative labor agitator is a benefactor. It is through his efforts that fair wages and short hours are granted; it is he who fights the battles of his many followers, and it is he who is first discharged when occasion requires a laying off or a reduction of expenses. He is a bold, bad man—in the eyes of the employer. And yet this same agitator may have a large family to support, and the time he loses is his own loss. A labor organization without an agitator might as well not exist. The men who stump the corridors of the legislature halls looking after labor legislation are also dubbed agitators. What should you call the well-paid lawyers who look after the interests of corporations around the capital? They are not agitators. Oh, no! They must be called legal gentlemen. It is only the man who has the courage to voice the sentiment of the oppressed toiler that is an agitator.—Ex."

"PRESIDENT (Theodore) ROOSEVELT ON LABOR—President (Theodore) Roosevelt's message to Congress contained many things of interest to the wage-worker. His frank expression of views on the Chinese exclusion act, the need of legislation to protect labor, and on the labor problem itself, is particularly worthy of note. In view of recent statements, by prominent citizens, that 'trades unions are a menace to our national welfare,' it is especially pleasing to read the words of the President of the United States on that point, partly as follows: 'Very great good has been and will be accomplished by associations or unions of wage-workers. . . .'"



"BAKERY WAGON DRIVERS' LOCKOUT IN KANSAS CITY, MO.—Members of Bakery Wagon Drivers' Local Union No. 335, of Kansas City, Mo., who were employed by the Smith Steam Baking Company, were notified that their services were no longer required, unless they severed their connection with the union. Local No. 335 is a new union, but the boys were not to be dismayed so easily as the proprietor had evidently thought for, and after a short consultation among themselves, they concluded that their choice lay with the union. The result was a complete lockout of all union drivers. Brother Smith, A. F. of L. organizer, who formed the union, is assisting the boys; also the union bakers employed by the firm have gone out in sympathy with them. Things are getting up to fever heat and the present outlook is not very favorable for an early settlement. Fifth Vice President Coleman will take a hand in the matter on his return from Pittsburgh, where he was called to assist in the strike of Local No. 184. Organized labor in Kansas City has been stirred up from 'stem to stern' ever since the lockout of the members of Garment Workers' Union No. 47, last spring, by Swofford Bros., overall manufacturers, and it is to be hoped that all patrons of the Smith Baking Company will come to the rescue of the locked-out bakery drivers and show this 'unfair' firm that their employes have some 'rights' that cannot be controlled by others."



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